

Project Report

For Project Approval

On Route 154 in Santa Barbara County

Between Route 101 (west of Los Olivos)

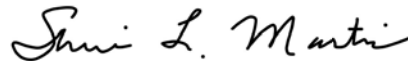
And Route 101 (City of Santa Barbara)

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current, and accurate:



Marshall Garcia, *CENTRAL REGION RIGHT-OF-WAY*

APPROVAL RECOMMENDED:



Sherri Martin, *PROJECT MANAGER*

APPROVED:

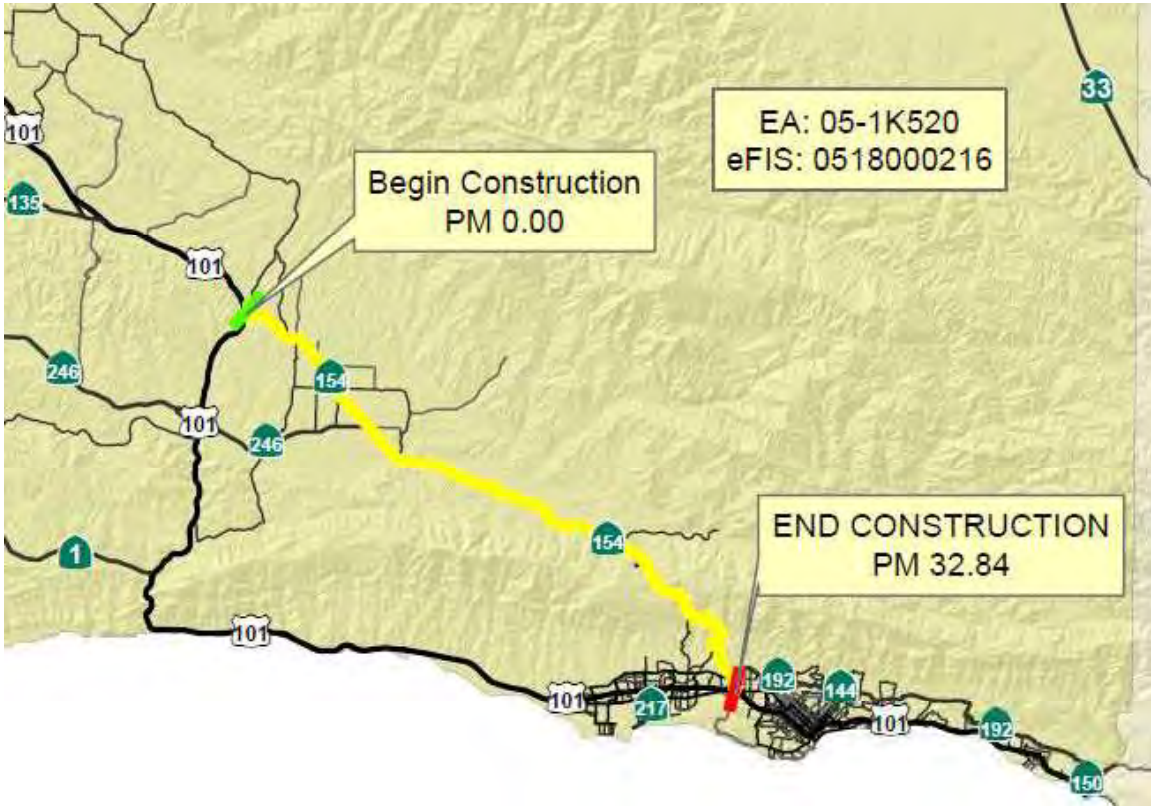


Scott Eades, *DISTRICT 5 DIRECTOR*

03/29/2023

Date

Vicinity Map



This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Mark Davis

03/28/2023

MARK DAVIS

DATE



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1. INTRODUCTION

Project Description:

The project proposes to rehabilitate sixteen drainage systems, replace one existing, and install one new Transportation Management Systems (TMS) elements, and rehabilitate the Rancho Cielo (Cold Spring) Vista Point driveway and parking lot. The project is in Santa Barbara County at various locations on State Route (SR) 154. Refer to Attachment A. The current, capital construction cost estimate for this project is \$13,260,000 and the current right-of-way capital outlay estimate is \$286,688. See the Cost Estimate (Attachment C) for specific work items included in this project. The capital cost estimates, and performance output have changed, and a Project Change Request (PCR) will be included at the June 2023 California Transportation Commission (CTC) Meeting.

Project Limits	05-SB-154 Post Mile (PM) R0.0/32.80	
Number of Alternatives	Build and No-Build	
	Current Cost Estimate (x\$1000):	Escalated Cost Estimate (\$1,000):
Capital Outlay Support	\$5,988	\$6,870
Capital Outlay Construction	\$13,260	\$14,348
Capital Outlay Right-of-Way	\$287	\$558
Funding Source	SHOPP, Drainage System Restoration 201.151	
Funding Year (FY)	FY 2023/24	
Type of Facility	2-Lane Conventional Highway	
Number of Structures	0	
SHOPP Project Output	Drainage Restoration 1,096.46 linear feet (LF) from fair to good 3,361.13 LF from poor condition to good	
Environmental Determination or Document	California Environmental Quality Act (CEQA): Initial Study (IS) National Environmental Policy Act (NEPA): Categorical Exclusion (CE)	
Legal Description	In Santa Barbara County, at various locations	
Project Development Category	5	

2. RECOMMENDATION

It is recommended that the project be approved using the programmable project alternative and proceed to the next project phase.

3. BACKGROUND

Project History:

Under the Culvert Inspection Program (CIP), the physical characteristics and condition of Caltrans' culverts and related drainage system assets are inventoried and assessed by state forces. The purpose of the CIP is to identify and address drainage system deficiencies before they become a serious problem.

All districts maintain a functional database, into which drainage asset inspection information is entered, to manage statewide culvert inventory and prioritize state fiscal and other resources for protecting, maintaining, restoring, and improving drainage facilities in Caltrans' right-of-way.

Culverts included for improvements in this project were identified because of the condition assessments performed by the District 5 Culvert Inspection Program. Under the Asset Management guidelines in the 2020 SHOPP, the District 5 Maintenance Engineer included the project locations for programming to meet culvert goals. The SHOPP Performance Sheet can be found in Attachment K. The identified culverts have some level of severe invert damage, shape loss, joint separation and/or outlet scouring. The culvert conditions and initial mitigations to restore the assets from poor/fair condition to good condition was summarized in the Project Initiation Report (PIR). The current mitigations are included in Section 5 of this report and illustrated on the project plans (Attachment B).

In addition to culvert related assets, Transportation Management Systems (TMS) assets were also assessed throughout the project limits. The project will improve the TMS elements within SR 154 by replacing one census station and by installing one new Model 520 changeable message sign. The original assessment proposed adding a census station. However, a recent emergency force account project addressed the need at PM 0.10. Documents included in this report as attachments may still reference this asset.

The District 5 Traffic Management Center (TMC) uses all the TMS elements to improve the efficiency of the transportation system. Not only does a TMS provide motorists with real time information, but it provides quicker response times for emergency personnel. This helps reduce congestion, travel delays, and secondary incidents that could occur due to congestion.

A changeable message sign (CMS) is an electronic traffic control device that can display one or more alternative messages. It is installed sufficiently upstream of a decision point, giving motorists enough time to select an alternate route. In this project, a CMS is proposed for the southbound SR 154 traffic prior to SR 246. For incidents on SR 154, motorists can be alerted by the CMS and either notified of the incident or additional travel time or diverted to Route 101 via Route 246.

The last asset is related to roadside stopping opportunities. The existing pavement at the Rancho Cielo (Cold Spring) Vista Point is exhibiting distress. A Hot Mix Asphalt (HMA) overlay is being proposed to extend the service life of the pavement. The area will also be re-striped after the overlay.

Existing Facility:

Within the project limits, SR 154 is broken down into the following: 2-lane Conventional Highway (PM 0.0 to R8.11); 2-lane Expressway (PM R8.11 to R12.18); 2-lane Conventional Highway (PM 12.18 to R17.87); 2-lane Expressway (PM 17.87 to 23.38); 4-lane Expressway (PM 23.38 to 24.67); 2-lane Conventional Highway (PM 24.67 to R30.47); 2-lane Expressway (PM R30.47 to R32.28); 2-lane Conventional Highway (PM 32.28 to R32.84). The posted speed limit for all the sections is 55 miles per hour (MPH), except in school zone(s).

A summarized description of each existing culvert system is as follows:

Culvert System No.	Post Mile	System Nodes	Condition	Culvert Diameter	Culvert Type	Rehabilitate / Replacement / Abandon	Applicable Length Effected
511544100033	0.33	Node 4-3	Poor	36”	HDPE	Replacement	52’
		Node 2-1	Poor	36”	HDPE	Replacement	294’
511540100103	1.03	Node 2-1	Poor	18”	CSP	Replacement	64’
511540100681	6.81	Node 2-1	Poor	24”	RCP	Replacement	12’
511544100687	6.87	Node 2-1	Poor	24”	RCP	Replacement	12’
511544100754	7.54	Node 2-1	Fair	24”	RCP	Replacement	12’
511540001685	16.85	Node 2-1	Fair	9.5’ Arch	Concrete	Rehabilitate	238.5’
511540002157	21.57	Node 5-4-3-2-1	Poor	48”	CSP	Rehabilitate & Replacement	800’
511540002200	22.00	Node 2-1	Poor	60”	CSP	Replacement	40’
			Poor	66”	RCP	Rehabilitate	544’
511546002252	22.52	Node 3-2-1	Poor	36”	CSP	Rehabilitate	200’
		Node 8-7-6-3	Poor	24”	CSP	Abandon	170’
511540002359	23.59	Node 2-1	Fair	24”	CSP	Rehabilitate	253’
511548002483	24.83	Node 2-1	Fair	24”	CSP	Replacement	83’
511546002570	25.70	Node 3-2-1	Poor	54”	RCP & CSP	Rehabilitate	596’
511544002676	26.76	Node 4-3-2-1	Fair	4.5’ Arch	Concrete	Rehabilitate	324’
511544002767	27.67	Node 3-2-1	Poor	9.5’ Arch	Concrete	Rehabilitate	244’
511544002928	29.28	Node 2-1	Poor	18”	CSP	Cut & Cover	53
		Node 3-2	Poor	18”	CSP	Cut & Cover	20’
511544003014	30.14	Node 2-1	Poor	18”	CSP	Cut & Cover	66’

RCP (Round Concrete Pipe), CSP (Corrugated Steel Pipe), Arch (Concrete Arch Culvert), HDPE (High Density PolyEthylene),

The decision whether to replace or rehabilitate the culverts is based on the condition of the assets, size and length of the assets, and their accessibility from SR 154. A portion of assets were placed during the original roadway construction resulting in lengths over 780 linear feet (LF) and existing fill cover greater than 160 feet. Though most of the culverts are located within the state right-of-way, portions are not. Such a condition coupled with the need to gain access require drainage easements, TCE, and Federal Lands Special Use Permit.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to improve assets in poor and fair condition:

- Restore damaged culverts to maintain the purpose of the pipes and protect the embankments and roadway from potential slope failure.
- Improve traffic monitoring to maintain an efficient Intelligent Transportation System (ITS).
- Extend service life of existing pavement at Rancho Cielo (Cold Springs) Vista Point.

Need:

The following assets need:

- As documented in Drainage System Reports from the Culvert Inventory, culverts have been identified within the project limits that show varying degrees of damage caused by corrosion, deformation, perforation, damaged inverts, shape loss, joint separation, undermined backfill, and overall deterioration.
- To better collect traffic data and notify traveling public of traffic conditions.
- The pavement at Rancho Cielo (Cold Springs) Vista Point is exhibiting distress and will continue to deteriorate if left uncorrected.

A. Problem, Deficiencies, Justification

Culverts

Culverts are an integral part of the highway system, and like other parts of the system they are subject to deterioration and failure. The design service life of a drainage facility is 50 years (Highway Design Manual Table 857.2) and defined as the expected maintenance-free service period of each installation. Maintenance-free service period for metal and plastic pipes, with respect to corrosion, abrasion and/or durability, is the number of years from installation until the deterioration reaches the point of perforation. For reinforced concrete pipe, until the deterioration reaches the point of exposed reinforcement. After this period, it is anticipated major work will be needed for the facility to perform as originally designed.

The Culvert Inspection Program Drainage System Report identified the specific culverts at or near the end of service life. Follow-up inspections confirmed perforations and exposed reinforcement while identifying design parameters (i.e., type, size, hydrological, hydraulic, physical, and geographical locations) to help establish the underlying cause of deterioration. Based on this assessment, the culverts were categorized as either in poor or fair condition. In addition, replacement and rehabilitation strategies were developed for each location as necessary to achieve an additional service life.

TMS Elements

Limited real time information is available to the District 5 TMC for SR 154. Without this information, TMC operators must rely on reports from motorists or California Highway Patrol (CHP) officers regarding incidents and congestion. This causes a delay between when the TMC is notified and the emergency response to an incident, causing more congestion. Due to the lack of existing TMS elements, little is known about real time traffic volumes or vehicle speeds in this corridor. By installing one new CMS board and replacing the existing Census Station, the TMC will be able to better respond to incidents in a timely manner. This will reduce congestion, improve operations, and enhance safety because of more efficient identification, verification, and response to incidents. Driver frustration is diminished by informing motorists of conditions ahead, delays, and alternate routes. This minimizes secondary incidents and reduces congestion through trips diverted.

Vista Point Overlay

The primary purpose of pavement overlay is to return roadways that exhibit major structural distress, to a state of good repair. The Rancho Cielo (Cold Springs) Vista Point is a roadside stopping opportunity which is experiencing distress in the surface course. If left alone, deterioration of the underlying base would occur resulting in costly reconstruction.

B. Regional and System Planning

Route Designation Classification

SR 154 is a curvilinear, two-lane conventional highway and expressway, with passing lanes and turn pockets as necessary. The approximately 33-mile route, historically known as San Marcos Pass Road, is officially designated as a State Scenic Highway and is contained wholly within the county of Santa Barbara. The Transportation Concept Report (TCR) divides SR 154 into three main segments: from United States Route (US) 101 to Cachuma Lake Recreation Area; from Cachuma Lake Recreation Area to SR 192; and from SR 192 to US 101 in the city of Santa Barbara.

SR 154 is an east-west route that serves regional and interregional travel, including local traffic, commuter, recreation, and tourism. Common personal mobility purposes related to business, government, recreation, tourism, and daily living, including the journey-to-work, account for a high percentage of trips.

Goods Movement

The corridor also accommodates limited goods movement related to local business, commerce, and manufacturing. No portions of the route serve as a Main Street. Since it connects to US 101 at both its eastern and western termini, the corridor may provide an alternative access route through southern Santa Barbara County when segments of US 101 are closed due to inclement weather, incidents, or other emergencies. Approximately 30

miles of SR 154 are functionally classified as a Minor Arterial route. It is also functionally classified as a Principal Arterial for two miles, from Maria Ygnacia Lane to the southbound US 101 on-ramp, north of State Street. SR 154 has been included in the California Interregional Road System and provides access to the Santa Ynez Valley from the Santa Barbara South Coast area. As such, it is an important facility that contributes to the region’s economy and quality of life.

C. Traffic

System Operations

The design designation is a concise expression of the basic traffic factors controlling the design of a given highway, as described in Topic 103 of the Highway Design Manual (HDM). The following is a general design designation for this project:

SB County SR 154 Limits	AADT		PHV	
	2012	2040	2012	2040
PM 0 to 14.7	9,600 to 11,200	11,400 to 11,800	1,100 to 1,400	1,200 to 1,500
PM 14.7 to 31.551	11,900 to 13,500	13,100 to 15,000	1,200 to 1,500	1,300 to 1,700

(AADT) = Annual Average Daily Traffic, (PHV)=Peak Hour Volume

*Trucks account for approx. 7% (PM 0.3-14.7) and 4% (PM 14.7-30.2) of traffic volume.

Route Concept

The June 2017 Transportation Concept Report (TCR) for SR 154 in Santa Barbara County, identifies strategies to achieve route concept. The strategies include maintaining the existing transportation infrastructure and implementing Intelligent Transportation System components. The minimum project alternative recommended for programming is consistent with the TCR.

5. ALTERNATIVES

Alternative 1 – Programmable Project Alternative

Alternative 1 is the build alternative which proposes to replace and rehabilitate culvert drainage systems, replace one census station, and add one new Model 520 changeable message sign, and rehabilitate the Rancho Cielo (Cold Spring) Vista Point parking lot. This project alternative will meet all current geometric design standards.

Drainage

There is a total of (16) drainage systems identified within the project limits that require replacement or rehabilitation. In harmony with the Caltrans Supplement to Federal Highway Administration (FHWA) Culvert Repair and Practices Manual, Design Information Bulletin (DIB) 83-04, the culverts' condition and design parameters were assessed. The below table summarizes the results of each drainage system and categorized as either in poor or fair condition. Also included are the recommended repair strategies. Refer to Attachment K for the SHOPP Performance Sheet.

Culvert System No.	Post Mile	System Nodes	Proposed Culvert Size	Proposed Length or Rehab Length	Proposed Culvert Type or Rehab	Method of Placement or Rehab
511544100033	0.33	Node 4-3	36"	52'	RCP	Cut & Cover
		Node 2-1	36"	294'	RCP	Cut & Cover
511540100103	1.03	Node 2-1	24"	61'	CSP & RCP	Cut & Cover
511540100681	6.81	Node 2-1	24"	12'	RCP	Cut & Cover
511544100687	6.87	Node 2-1	24"	12'	RCP	Cut & Cover
511544100754	7.54	Node 2-1	24"	12'	RCP	Cut & Cover
511540001685	16.85	Node 2-1	N/A	238.5'	Rehab	Rehab
511540002157	21.57	Node 5-4	48"	20'	CSP	Cut & Cover
		Node 4-3	48"	380'	Rehab	Lining
		Node 3-2-1	48"	400'	RCP	Cut & Cover
511540002200	22.00	Node 2-1	60"	40'	CSP	Cut & Cover
		Node 2-1	66"	544'	Rehab	Lining
511546002252	22.52	Node 3-2-1	24"	200'	Rehab	Lining
511546002253	22.52	New 3-2	24"	244'	RCP	Jack & Bore
		New 2-1	24"	86'	CSP	Cut & Cover

Culvert System No.	Post Mile	System Nodes	Proposed Culvert Size	Proposed Length or Rehab Length	Proposed Culvert Type or Rehab	Method of Placement or Rehab
511540002359	23.59	Node 2-1	24”	253’	Rehab	Lining
511548002483	24.83	Node 2-1	24”	83’	RCP	Cut & Cover
511546002570	25.70	Node 3-2-1	54”	596’	Rehab	Lining
511544002676	26.76	Node 4-3-2-1	N/A	324’	Rehab	Lining
511544002767	27.67	Node 3-2-1	N/A	244’	Rehab	Lining
511544002928	29.28	New Node 3-2	24”	56’	RCP	Cut & Cover
		Node 2-1	24”	59’	RCP & RSP	Cut & Cover
511544003014	30.14	Node 2-1	24”	66’	CSP	Cut & Cover

CIPP (cured-in-place-pipe), N/A (not applicable)

Length represents just a portion of the Asset that will be replaced or rehabilitated. It does not represent performance objective quantities.

Replacement and rehabilitation of culverts will require access to the inlets and outlets resulting in grading, fence relocations, guardrail removal and upgrades, and other various associated activities.

Traffic Management System (TMS) Strategy

The TMS strategy is to place one changeable message sign (TMS ID D5-CMS #90) and replace one count station (TMD ID 05514). The Changeable Message Sign (CMS) will be placed off the south bound shoulder of SR 154, approximately 1300 linear feet south of the Edison Street intersection (PM 6.18). The census station will be installed near PM 24.8, in the SR 154 shoulder behind the westerly guardrail.

Vista Point Overlay

The Ranch Cielo (Cold Spring) Vista Point is located north of SR 154 at PM 22.51. The parking lot is anticipated to be repaved with a 0.2’ Hot Mix Asphalt (HMA) overlay and restriped in-kind. The scope of the Build Alternative does not alter existing pavement features significantly.

Alternative 2 – No Build Alternative

The “no-build” alternative is not recommended as the project’s purpose and need will not be met. To illustrate, failure to restore damaged culverts risk the purpose of the pipes and

subject embankments and roadways to slope failures.

Drainage

Within the project limits, culverts are severely corroded and perforated, and at some locations, the shape of the culverts have become deformed. If culverts deteriorate further, the roadway can be undermined.

Traffic Management System (TMS)

Without TMS, emergency responses to an incident may be delayed resulting in congestion and increase in secondary incidents.

Vista Point Rehabilitation

Postponing pavement rehabilitation will result in higher pavement preservation costs and unacceptable ride quality can be expected.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

Based on the California Department of Toxic Substances Control – Hazardous Waste and Substance Site List online database, there is no known issues or materials sites pursuant to Government Code Section 65962.5 within the project limits.

The Hazardous Waste Memo dated February 23, 2022, indicated that project construction activities have the potential to encounter aerially deposited lead (ADL), treated wood waste from guardrails and lead paint in the traffic stripping, all of which are potentially hazardous waste materials.

Soil sampling for ADL is required if soil is excavated and placed elsewhere or disposed of outside of the highway right-of-way. A task order and bid item for a lead compliance plan would then be warranted.

Treated wood waste (TWW) is anticipated to be replaced as part of guardrail reconstruction. Proper management and disposal of the TWW will conform to State Standard Specification 14-11.14. The project contingency fund shall include the approximate amount of funds that will be needed for Board of Equalization Generator Fee. These fees will be paid by the Caltrans Resident Engineer from the project contingency funds the year after the TWW is generated.

Any removal of traffic stripe/pavement marking requires preparation of a lead compliance plan but does not require the stripe debris to be disposed of as a hazardous waste.

6B. Value Analysis

The total project cost is less than \$50 million as specified in Deputy Directive 92 and is less than the State guidance, which requires projects greater than \$25 million to conduct a Value Analysis study. Therefore, a Value Analysis is not required for this project.

6C. Resource Conservation

The project will not convert prime farmland; conflict with existing zoning for agricultural or forest land use; result in the loss of forest land; have a substantial adverse effect on any riparian habitat, wetlands, or movement of native resident or migratory fish or wildlife species; conflict with any local policies or ordinances protecting biological resources or any locally adopted conservation plan.

Reasonable measures will be taken to reduce wasteful, inefficient, and unnecessary consumption of energy and nonrenewable resources during construction. This issue does not have a known impact on the project's cost, schedule, or program's requirements.

6D. Right-of-Way Issues

The individual drainage systems are in flat, hilly, or mountainous terrain resulting in various right-of-way widths. Right of way needs include six permanent and eight temporary acquisitions across thirteen parcels, of which six parcels are US Forest lands and one is Santa Barbara Country lands. Estimate is at market value, although it is recognized the Federal parcels will typically be handled by Special Use Permit requiring upwards of \$10,000+ in fees in lieu market value and County lands would be handled by Encroachment Permit. Some minor improvements potentially impacted, mostly fencing.

Utility verifications have been completed and no potholing or relocations are required. The project will avoid and protect in-place all existing, unaffected, buried, and aerial utility facilities in the project area. In addition, the project will comply with USA alert requirements, including at construction sign locations. Utilities located within vicinity of the project include Verizon, Southern California Gas (SCG), Pacific Gas and Electric (PG&E), General Telephone (Heritage Company) of Verizon, Synergy (SY), American Telephone and Telegraph Company (AT&T), Southern California Edison (SCE), City of Goleta (GOL), and Associate Telephone (Heritage Company) of Verizon.

6E. Environmental Compliance

The proposed project is anticipated to comply with all applicable state and federal requirements. The proposed project will require coordination and permitting with state and

federal agencies for potential impacts to environmental resources. The project will include measures to avoid, minimize and/or mitigate impacts to environmental resources to address state and/or federal concerns.

The environmental document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Refer to Attachment E for the Initial Study with Mitigated Negative Declaration and NEPA Categorical Exclusion. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

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

- U.S. Army Corps of Engineers: Section 404 Nationwide Permit
- Regional Water Quality Control Boards: Section 401 Water Quality Certification
- California Department of Fish and Wildlife: Section 1602 Streambed Alteration Agreement
- California Transportation Commission: Project Funding Approval will be made after the Final Project Report is approved.

6F. Air Quality Conformity

The proposed project is in the South Central Coast Air Basin (SCCAB). The SCCAB consists of San Luis Obispo, Santa Barbara, and Ventura Counties. The Santa Barbara Air Pollution Control District (SBAPCD) regulates air quality in SB County. The County is non-attainment for the State Ambient Air Quality Standards for Particulate Matter (PM₁₀). It is in attainment for the State Ozone, Particulate Matter (PM_{2.5}) and Carbon Monoxide standards. The County is in attainment for all federal air quality standards and hence no conformity requirements apply to this project.

Permanent (Long-term) Impacts

This project does not increase capacity, increase the number of lanes, or change the alignment of the highway. There will be no difference in long-term air emissions with or without the proposed project.

Temporary (Construction) Impacts

With almost every construction project, there will be a short-term temporary increase in air emissions and fugitive dust during the construction period. Use of heavy equipment during project construction can generate fugitive dust that may have substantial temporary impacts on local air quality if large amounts of excavation, soil transport, and subsequent fill operations

are necessary. Very minor earthwork would be required for the improvements associated with this project. Little to no dust generation would be expected from the earthwork component of this project.

While the SBAPCD has no adopted short-term thresholds in place, the SBAPCD's standard dust control measures must be applied to all projects. The County's adopted thresholds state that all construction equipment exhaust emissions of nitrogen oxide (NOx) and reactive organic gases (ROG) are insignificant. However, if the grading and construction emissions are associated with a stationary source for which an SBAPCD permit is required, then SBAPCD Rules and Regulations will apply.

The Air Pollution Control District (APCD) uses 25 tons per year of rate of change (ROC) or NOx as a general rule of thumb for determining significance of construction exhaust emissions. Also, because diesel particulate matter is the number one airborne carcinogen in the State, if the activity involves the use of diesel-powered equipment within a quarter mile of a sensitive receptor such as a school, residence, daycare, or eldercare facility, the APCD may consider the impact significant.

Due to the small scope of work in the community, this project presents minimal potential to subject surrounding sensitive receptors to inhalable construction emissions that would be considered significant. Due to use of standard construction dust and emission minimization practices and procedures, it is anticipated that project emissions of particulate matter (dust) and equipment emissions will be well within the SBAPCD daily thresholds. Further, construction emissions are calculated and discussed in the Green House Gas (GHG) analysis.

Air Quality (AQ) Minimization

To minimize dust emissions from the project, Section 14-9.02 (Air Pollution Control) of the 2018 Standard Specifications states that the contractor is responsible for complying with all local air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including those provided in Government Code § 11017 (Public Contract Code § 10231). By incorporating appropriate engineering design and storm water Best Management Practices during construction, minimal short-term air quality impacts are anticipated.

6G. Title VI Considerations

The proposed project does not negatively impact the community.

6H. Noise Abatement Decision Report

The California Environmental Quality Act (CEQA) considers noise to be a "significant effect" when it "increase(s) substantially the ambient noise levels for adjoining areas". Caltrans and the Federal Highway Administration require consideration of noise abatement when predicted

noise levels of Type I projects substantially exceed the existing noise levels, or when they approach or exceed 67 A-weighted decibels (dBA) equivalent continuous sound level (Leq) in residential areas. A substantial increase is when after project noise levels exceed pre-project noise levels by 12-dBA hourly (Leq). Caltrans noise policy is contained in Caltrans Traffic Noise Analysis Protocol (CATNAP) dated April 2020. A Type II project involves construction of noise abatement on an existing highway with no changes to highway capacity or alignment. A Type III project is a project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

Affected Environment

The overall project setting is mostly rural with combination of residences and commercial units near the last project site located at PM 30.14.

Permanent (Long-term) Impacts

Since no capacity will be added to the highway and the highway profile will be the same after construction, this would be considered a Type III project, it is assumed that local noise levels will be the same after completion of the project as they were before. Long-term noise abatement measures are not anticipated with this project.

Temporary (Construction) Impacts

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

Minimization

Adverse noise impacts from construction are not anticipated because construction would be temporary and intermittent, conducted in accordance with Caltrans Standard Specifications, and because local noise levels are significantly influenced by local traffic noise. Caltrans Standard Specifications (Section 14-8.02) requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 dBA maximum sound level (L_{max}) at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

The following general measures shall be included in the Residence Engineer binder and implement as appropriate to further minimize temporary construction-noise impacts.

- Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance.

Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.

- Shield loud pieces of stationary construction equipment if complaints are received.
- Locate portable generators, air compressors, etc. away from sensitive noise receptors as feasible.
- Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.
- Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer; and,
- Consult District noise staff if complaints are received during the construction process.

6I. Water Quality

Water bodies near the project include the Alamo Pintado Creek, Santa Ynez River (Cachuma Lake to below city of Lompoc), Lake Cachuma, Santa Ynez River (above Lake Cachuma), San Jose Creek (Santa Barbara County), Maria Ygnacio Creek, Atascadero Creek (Santa Barbara County), 6 of these 7 water bodies are impaired water bodies (303(d) listed). The project is in the Santa Ynez Hydrologic Unit in the Los Olivos Hydrologic Area and the undefined Hydrologic Sub-Area (HAS# 314.40) as well as the Headwater Hydrologic Area and the Santa Cruz Creek Hydrologic Sub-Area (HAS# 314.51). It is also located in the South Coast Hydrologic Unit in the South Coast Hydrologic Area and the Goleta Hydrologic Sub-Area (HAS #315.31).

The project is in the Santa Ynez River Valley Groundwater Basin. There are no Drinking Water Reservoirs and/or Recharge Facilities within project limits. There are no existing treatment best management practices (BMPS) within the project limits.

The project does not involve substantial excavation or earthwork activities that would cause or exacerbate existing turbidity conditions. The proposed project has potential to directly discharge storm water within the project limits into one or more of the above referenced water bodies. Because of the project size, a Water Pollution Control Plan will be prepared to address short-term construction related impacts. By incorporating appropriate engineering design and robust storm water Best Management Practices during construction, minimal short-term water quality impacts are anticipated. The project would not result in significant long-term impacts to water quality.

Taking into consideration the nature of construction work for the project, no long-term water quality impacts are anticipated at this point. No further minimization measures are recommended.

6J. Complete Streets

The Transportation Planning Scoping Information Sheet (TPSIS, Attachment K) identifies key needs and improvement opportunities to consider in harmony with Caltrans' Strategic Management Plan goals. A determination was made after the approval of the draft Project Report that possible addition of pedestrian signs and pavement markings at select locations does not merit a comprehensive consideration of bicycle facilities in this project which is essentially for drainage improvements. No deficient pedestrian facilities exist within the scope of this project.

Road Widening

The project was programmed as drainage restoration work along a 32-mile corridor. Therefore, lane widening is not part of the project. However, cost-effective opportunities to improve multimodal access include TMS elements. In addition, proposed drainage improvements will be designed to the maximum extent practical to facilitate future shoulder widening.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Aesthetic Treatments

Aesthetic treatment will be integrated into the design to be consistent with the visual impact analysis and recommendations, with specific types of aesthetic treatments being developed during the project design phase. Preservation of vegetation should be a priority to adhere to various policy and laws such as the State Scenic Highway Designation, National Pollution Discharge Elimination System, and any permits. At this time, it is anticipated that guardrail railing, posts and end treatments, all visible metal drainage elements, all visible concrete drainage elements, and RSP will be colored or stained. Vegetation control under guardrail, if Maintenance determines is necessary, must be natural material such as shale. All visible elements of Changeable Message Signs (CMS) must be painted. All aesthetic treatments shall be determined and approved by District 5 Landscape Architecture.

Adjacent Projects (excludes maintenance projects)

Project Title	Expenditure Authorization (EA)	Project Limits	Description	Planned or Programmed	Location	Current Phase	Construction Year
Alamo Pintado Ped. Bridge (BR)	05-1C410	2.6	Remove and replace Bridge	Programmed	At Alamo Pintado Bridge (BR Number 51-0076Y)	PS&E	2023
154 / Edison Int. Imp.	05-1H310	5.8/6.1	Intersection Improvement	Programmed	Near Los Olivos from 0.2 mile west of Edison Street /Baseline Avenue to 0.2 mile east of Edison Street /Baseline Avenue	PS&E	2023
Round-about Planting	05-OT001	7.83/8.3	Landscape Planting	Programmed	Near Santa Ynez, at intersection with SR 246	Closeout	2017
Bear Creek Culvert Invert Paving	05-1H630	21.3	Culvert Invert Paving with Fish Passage	Programmed	Near Lake Cachuma at 0.31 mile west of Paradise Road	Construction	2021
Cold Spring Bridge	05-1C420	22.9/23.2	Infrastructure Maintenance	Programmed	At Cold Spring Canyon Bridge (BR#51-37)	Construction	2020
BMMN	05-1P680 05-1Q300	0/32.8	Fiber Optic Conduit	Programmed	Linear	PS&E	2023

Asset Management

The Anchor Asset on this project is Drainage Restoration. Satellite assets include Traffic Management Systems (TMS) and Roadside Stopping Opportunities. Please refer to SHOPP Performance AMT (Attachment K).

Climate Change

The implementation of compost for erosion control will help to off-set greenhouse gases by capturing carbon from the atmosphere. Compost applied to the roadside increases the rate at which CO₂ is removed from the atmosphere and converted to plant material and soil organic matter. The net greenhouse gas benefit from applying compost to the roadside can be calculated by using the compost calculator developed by the California Air Resources Board.

The ratio of required mitigation tree planting must be appropriate to compensate for the loss of the oxygen and shade benefits of 103 mature trees.

Erosion Control

Disturbed areas will be treated with permanent erosion control. Erosion control materials will be selected to best address the various conditions within the project site. Areas that are steep and exposed to concentrated flows will require aggressive erosion control techniques that may include bioengineering at creek banks, collection and application of duff, netting, fiber rolls, compost berms and socks, and hydroseed to control erosion and establish vegetation for long term protection.

Geotechnical

The District Preliminary Geotechnical Report (Attachment L) included geotechnical conditions and design considerations which were used to develop current rehabilitation strategies. During the PS&E phase a follow-up Geotechnical Design Report will be requested to evaluate the design parameters of each lining location and trenchless construction locations. In expectation of this report, boring operations have already occurred and will be assessed for jacking or pipe hammer methods.

Highway Planting and Irrigation

A child mitigation and replacement planting project will be required due to visual and biological impacts associated with the removal of 103 native trees and vegetation impacted by construction. Replacement planting will include riparian and oak woodland habitat. Final scope and locations of work will be refined in coordination with the project biologist when the Natural Environment Study is completed and commitments to the various regulatory agencies are resolved.

It is assumed for purposes of this recommendation and the estimate that all required mitigation will be accommodated on-site within the project limits. If that proves unfeasible off-site mitigation may become needed. On-site mitigation planting will be watered manually using a temporary irrigation system supplied by a water tanker truck.

Maintenance and Worker Safety

By replacing assets in poor condition, the project ultimately minimizes maintenance exposure to traffic. Replaced count stations would eliminate the need for workers to enter the lanes to place pneumatic hoses. Culvert rehabilitation would reduce the amount of time required for maintenance activities. These improvements would reduce maintenance worker exposure to high speed traffic and would improve safety.

Rancho Cielo Vista Point

The Landscape Architecture Vista Point Coordinator must be consulted regarding planned work at the vista point. Existing displays must be protected and a detail for Hot Mix Asphalt (HMA) rehabilitation work adjacent to the granite mosaics on the ground plane will be needed. Some parking bumpers may need to be replaced. The asphalt trail from the parking lot to the upper vista point should also be assessed for potential Hot Mix Asphalt (HMA) rehabilitation work.

Broadband Middle Mile Network

Broad Middle Mile Network (BMMN) is an open access, state-owned high-capacity fiber lines that carry large amounts of data at higher speeds over longer distances between local networks. It will connect to a last-mile broadband infrastructure that will connect homes and businesses with local networks.

Project 1P680 and 1Q300 have been identified as projects that will place conduit along State Route (SR) 154. Culverts subject to replacement will be coordinated with said projects to ensure direct or indirect conflicts between fiber optic cable and culverts can be avoided.

Potential Funding Constraints

If funding constraints arise during the PS&E Phase, culverts in fair condition would be prioritized for potential elimination from the scope of work. Prioritization of the fair condition culverts were based on the type of repair, potential risk of road damage, scale of work, environmental, and plant establishment considerations. The current order of preference to include as part of this contract is as follows:

Ranking/ Order of Preference	Culvert System No.	Post Mile	Recommended Repair Type	Proposed Culvert Size	Culvert Length Effectuated	Proposed Culvert Material
1	511540002359	23.59	Lining	24”	252’	CIPP
2	511544002676	26.76	Lining	Conc. Arch	317’	CIPP
3	511546002251	22.51	Trenchless	24”	324’	RCP
4	511540001685	16.85	Localized	9.5 Arch	238’	n/a
5	511548002483	24.83	Cut & Cover	24”	90’	RCP
6*	511544100754	7.54	Cut & Cover	24”	(2)-6’	RCP

* Culverts at the bottom of the table would be eliminated first and is subject to change

Section 4(f) Impact Evaluation Determination

There are no section 4(f) resources within the project limits and the project is not anticipated to impact section 4(f) resources.

Transportation Management Plan

Traffic control during construction will be handled by changeable message signs, construction area signs, and lane closures through one way reversing traffic control, day, or night. A public awareness campaign will be conducted. During the hours of construction, there will be intermittent single lane closures. Due to the location of the project, bicycle and pedestrian accommodations will be required during construction. Lane closure charts will be provided during the PS&E phase. There are no anticipated ramp or freeway closures for this project. More information on the Transportation Management Plan (TMP) can be found on Attachment H.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-Aid funding. The project is currently programmed in the 2022 State Highway Operation and Protection Program (SHOPP) and funded with Drainage System Restoration (201.151) funds to be delivered in the 2023/24 fiscal year.

Programming

The programmed project costs are summarized in the table below. The current capital cost estimate is slightly over what is programmed, and a Project Change Request (PCR) will be processed prior to the delivery year to adjust programming within the District Variance.

Table 18.2: Alternative 1

Fund Source	Fiscal Year Estimate for the Programmable Alternative						
	Prior	20/21	21/22	22/23	23/24	Future	Total
20.xx.201.151							
Component		In thousands of dollars (\$1,000)					
Project Approval & Environmental Document (PA&ED)		1,926					1,926
PS&E Support				2,044			2,044
Right-of-Way Support				558			558
Construction Support					2,342		2,342
Right-of-Way					139		139
Construction					10,398		10,398
Total		1,926		2,602	12,879		17,407

Values are escalated to mid-point of the duration of each component. (The Project Report Cost Estimate can be found in Attachment C)

Estimate

The current capital construction cost estimate for this project is 13,260,000 (March 2023) and the current right-of-way capital outlay estimate is \$286,688 (See Attachment C). The capital cost estimates, and performance output have changed, and a Project Change Request (PCR) is under development and will be processed prior to the delivery year. In addition, the need for a Special Use Permit may be required which would put the delivery at risk. The risk has been added to the Risk Management Plan. Estimate Escalation rate for Right-of-Way Capital is 5.0% and for Construction Capital is 3.2%. Escalation for support cost is 3.0% for each support component. The support cost ratio is 65%.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
APPROVE DED	M100	05/12/22	Target
CIRCULATE DED EXTERNALLY	M120	05/20/22	Target
PA & ED	M200	04/05/23	Target
PS&E TO DOE	M377	02/27/24	Target
RIGHT-OF-WAY CERTIFICATION	M410	06/12/24	Target
READY TO LIST	M460	06/12/24	Target
FUND ALLOCATION	M470	08/15/24	Target
HEADQUARTERS ADVERTISE	M480	09/20/24	Target
AWARD	M495	12/04/24	Target
APPROVE CONTRACT	M500	12/30/24	Target
CONTRACT ACCEPTANCE	M600	07/07/26	Target
END PROJECT	M800	12/02/27	Target

10. RISKS

A Risk Register has been prepared for the project (see Attachment G). The table outlines several high, moderate, and low risks that could possibly delay the completion of the project. All identified risks are given specific risk response plans and assigned to appropriate risk managers who will monitor and control the risks. Risks have been identified by departments such as Design, Right-of-Way, Construction, and Environmental. These risks include Broadband Middle Mile Network (BMMN), unanticipated archaeological impact, biological impacts, environmental schedule impacts, fish passage, mitigation planting, and limited access during construction. Opportunities are also accounted for in the Risk Management Plan. Acceptance or Mitigation responses are identified to minimize most of these risks. A specific risk is the potential for the need of a Special Use Permit which requires 18-20 months and puts our delivery at high risk. The team will continue all efforts to manage these risks.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

No FHWA coordination is required for this project.

Regional Water Quality Control Board

Clean Water Act Section 401

US Army Corps of Engineers

Department of Army Permit for:
Clean Water Act Section 404

California Department of Fish and Wildlife

Lake and Streambed Alteration Agreement (1600 permit)

12. PROJECT REVIEWS

Scoping team field review	<u>Dawar Azim</u>	Date November 2022
District Program Advisor	<u>Kelly McClain</u>	Date November 2022
Headquarters SHOPP Program Advisor	<u>Tigi Thomas</u>	Date November 2022
District Maintenance	<u>Kelly McClain</u>	Date November 2022
Project Manager	<u>Sherrri Martin</u>	Date November 2022
District Safety Review	<u>Anthony Deanda</u>	Date November 2022
Constructability Review	<u>Project Development Team</u>	Date November 2022

13. PROJECT PERSONNEL

<u>Name</u>	<u>Phone Number</u>
Sherri Martin, Project Manager	(805) 788-8973
Jeffrey Payne, Design Manager	(805) 779-0426
Mark Davis, Design	(805) 549-3028
Kevin Murdock	(805) 441-8439
Kelly McClain, Maintenance	(805) 549-3278
Julie Gonzalez, TMS	(559) 243-3494
Bryan Sabagquit, Electrical	(805) 904-9751
Jimmy Ochoa, Advance Planning	(805) 549-0209
Mike Downs, Structure Design	(916) 227-9365
David Neumann, Special Design Branch	(916) 227-8460
Tamara Marchenko, Special Design Branch	(916) 227-0402
Tom Fisher, Hydraulics	(559) 243-3500
Geramaldi, Environmental	(805) 441-0561
Matt Fowler, Environmental	(805) 779-0793
Audrey Weichert, Biologist	(805) 459-2227
Kristen Langager, Landscape Architect	(805) 423-3316
Joel Kloth, Environmental	(805) 549-3196
Pete Riegelhuth, Storm Water	(805) 549-3375
Corby Kilmer, Sr Landscape Architect	(805) 721-2805
Kristen Langager, Landscape Associate	(805) 423-3316
Jessica Bailey, Landscape Architect	(805) 549-3195
Kelly McClendon, Planning	(805) 549-3510
Sungro Cho, Geotechnical	(805) 549-3194
Shayne Sandeman, TMP	(805) 748-3342
Martin Miller, Right-of-Way	(805) 542-4777
Jeff Berkman, Transportation Planning	(805) 835-6342
Kirsten Payton, Right-of-Way	(559) 401-9431
Keegan Skipper, Right-of-Way	(805) 779-0639
John Butler, Right-of-Way Utilities	(805) 779-0629

14. ATTACHMENTS

- A. Location map
- B. Preliminary Plans & Typical Cross Sections
- C. Project Report Cost Estimate
- D. Right-of-Way Data Sheet
- E. Initial Study with Mitigated Negative Declaration and NEPA Categorical Exclusion
- F. Storm Water Data Report
- G. Risk Register
- H. Transportation Management Plan Data Sheet
- I. Preliminary Hydraulics Recommendation
- J. Transportation Scoping Information Sheet (TPSIS)
- K. SHOPP Performance AMT
- L. Preliminary Geotechnical Report
- M. Distribution List

Attachment A

(Location Map)

Vicinity Map

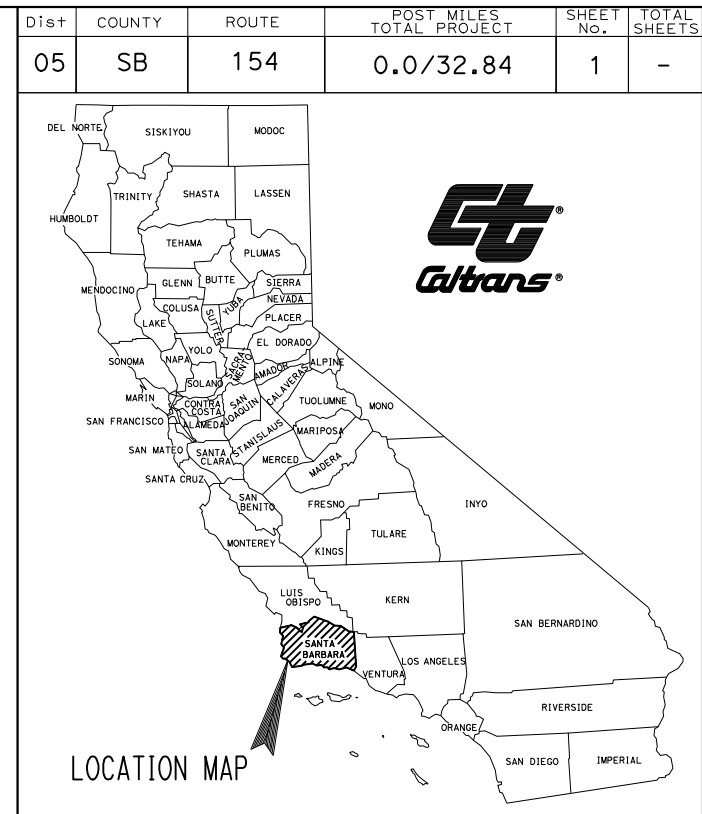


Attachment B

(Preliminary Plans and Typical Sections)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN SANTA BARBARA COUNTY
AT VARIOUS LOCATIONS
ALONG THE LIMITS OF ROUTE SR 154

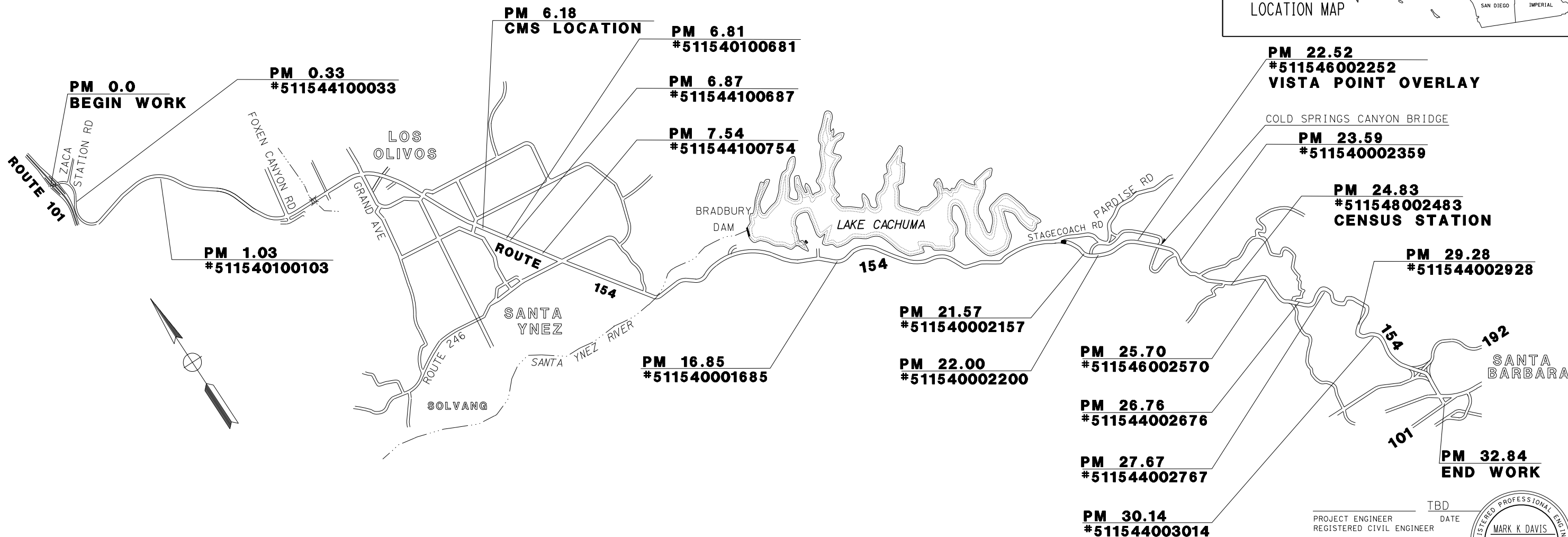
TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018



INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2-X	LAYOUTS
X-X	CONSTRUCTION DETAILS
X-X	DRAINAGE PLAN AND PROFILES
X-X	DRAINAGE QUANTITIES
X-X	SIGN PLANS
X-X	CONSTRUCTION AREA SIGNS
X-X	SUMMARY OF QUANTITIES
X-X	ELECTRICAL PLANS
X-X	REVISED STANDARD PLANS

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.



PROJECT MANAGER SHERRI MARTIN	DESIGN MANAGER JEFFREY PAYNE
----------------------------------	---------------------------------

PROJECT ENGINEER _____ DATE TBD
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____

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THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

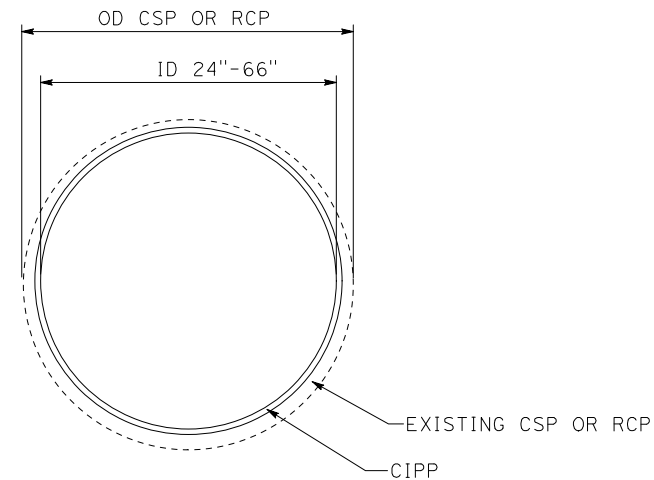
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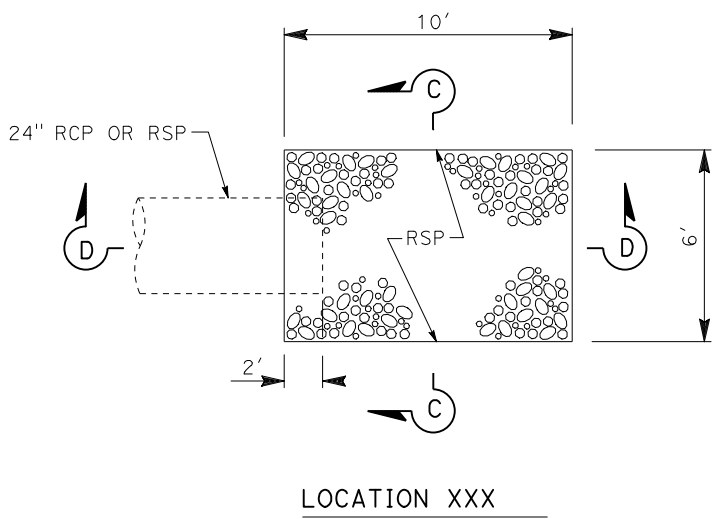
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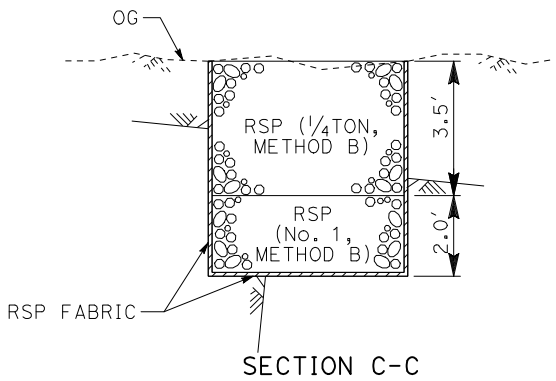
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MARK DAVIS	JEFFREY PAYNE	



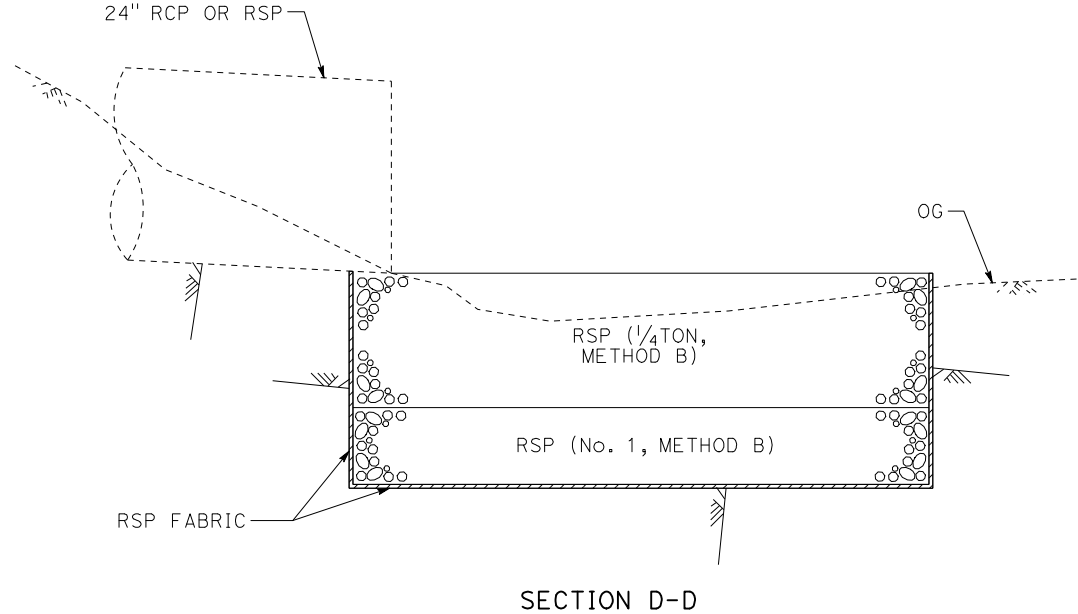
TYPICAL CURED IN PLACE PIPE (CIPP)



LOCATION XXX



SECTION C-C



SECTION D-D

ROCK SLOPE PROTECTION AT CULVERT OUTLETS

CONSTRUCTION DETAILS

NO SCALE

C-1

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

GDG

FUNCTIONAL SUPERVISOR
SCOTT MORRIS

DESIGN

MARK DAVIS
JEFFREY PAYNE

REVISOR BY
DATE REVISOR

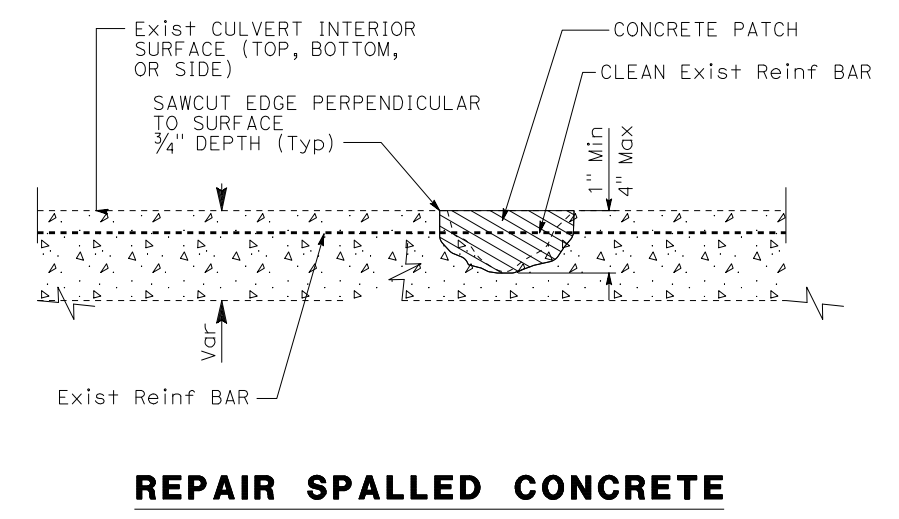
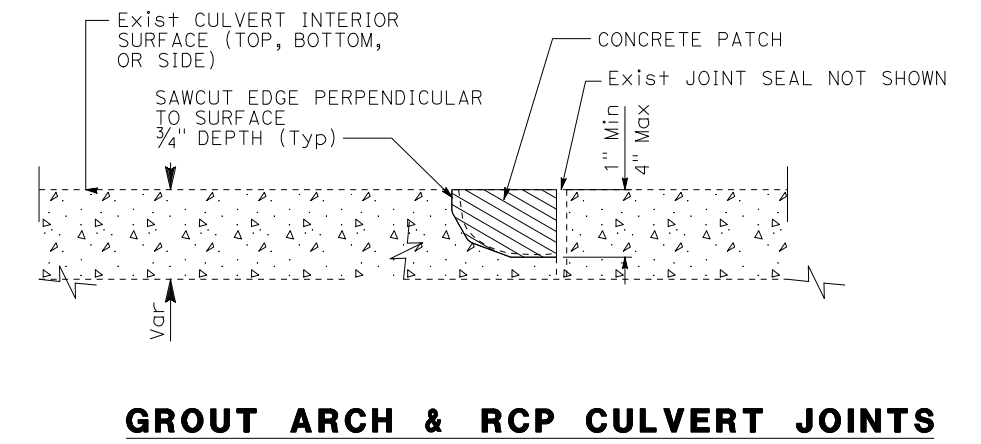
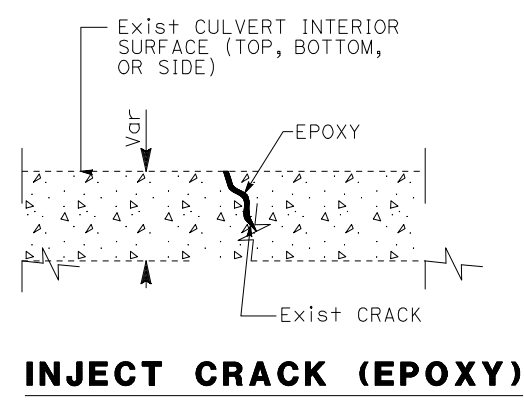
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CONSTRUCTION DETAILS

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Exp. _____
CIVIL
STATE OF CALIFORNIA


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- LEGEND:**
-  COLD PLANE ASPHALT CONCRETE PAVEMENT
 -  PLACE HOT MIX ASPHALT (MISCELLANEOUS AREA)



CONSTRUCTION DETAILS
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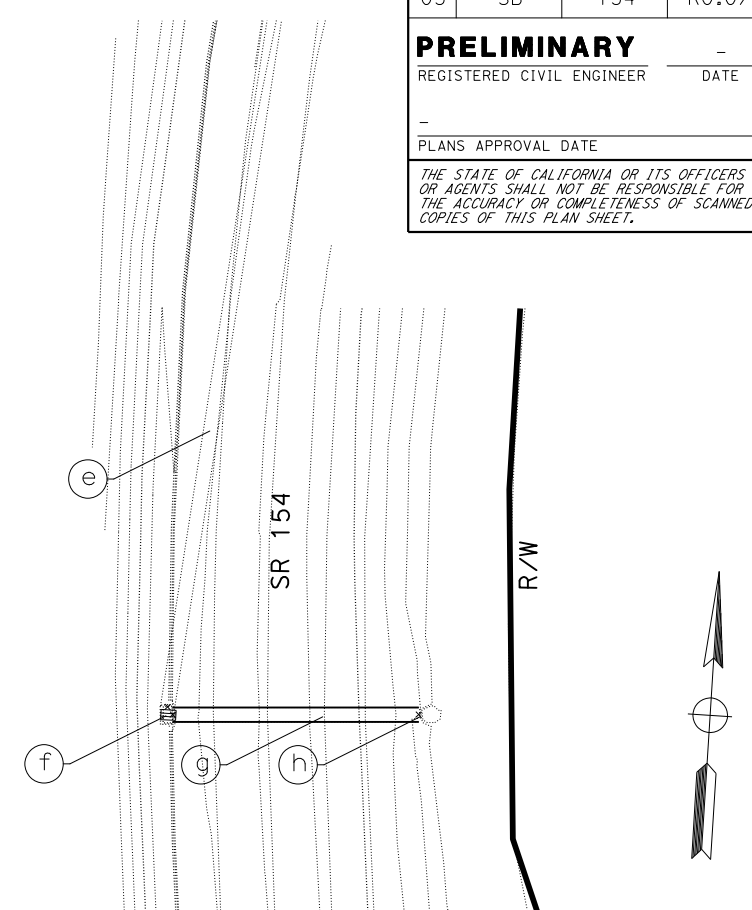
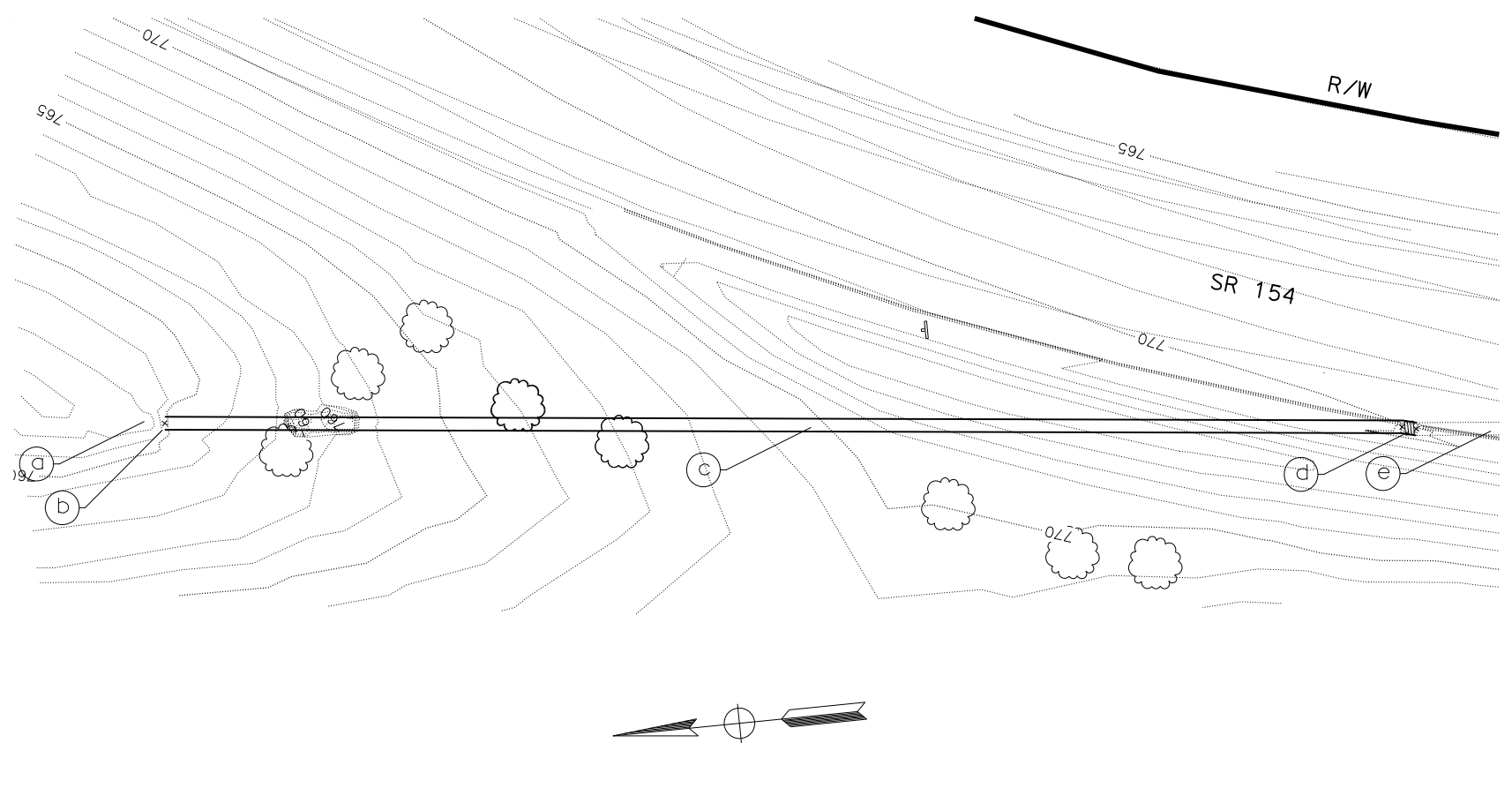
COLD SPRINGS VISTA AREA (PM 22.51)


DESIGN
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR SCOTT MORRIS
CALCULATED/DESIGNED BY CHECKED BY
MARK DAVIS JEFFREY PAYNE
REVISED BY DATE REVISED

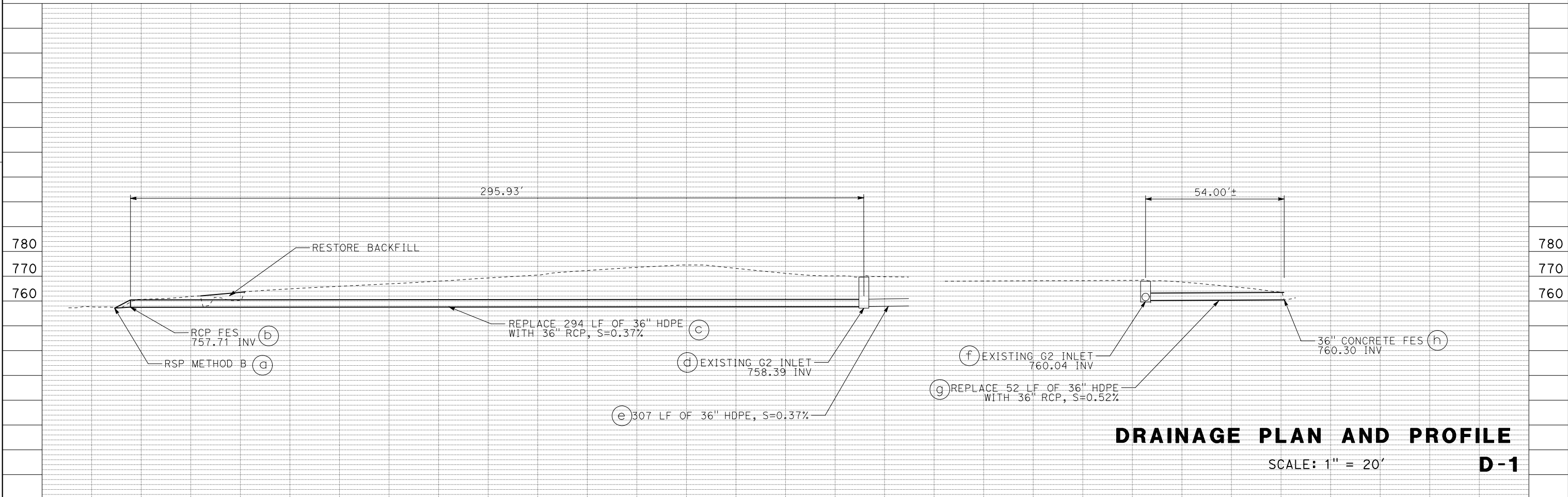
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CULVERT NO. 511544100033 PLAN VIEW (PM 0.33)



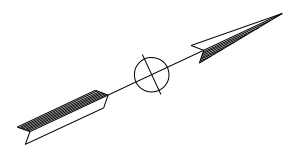
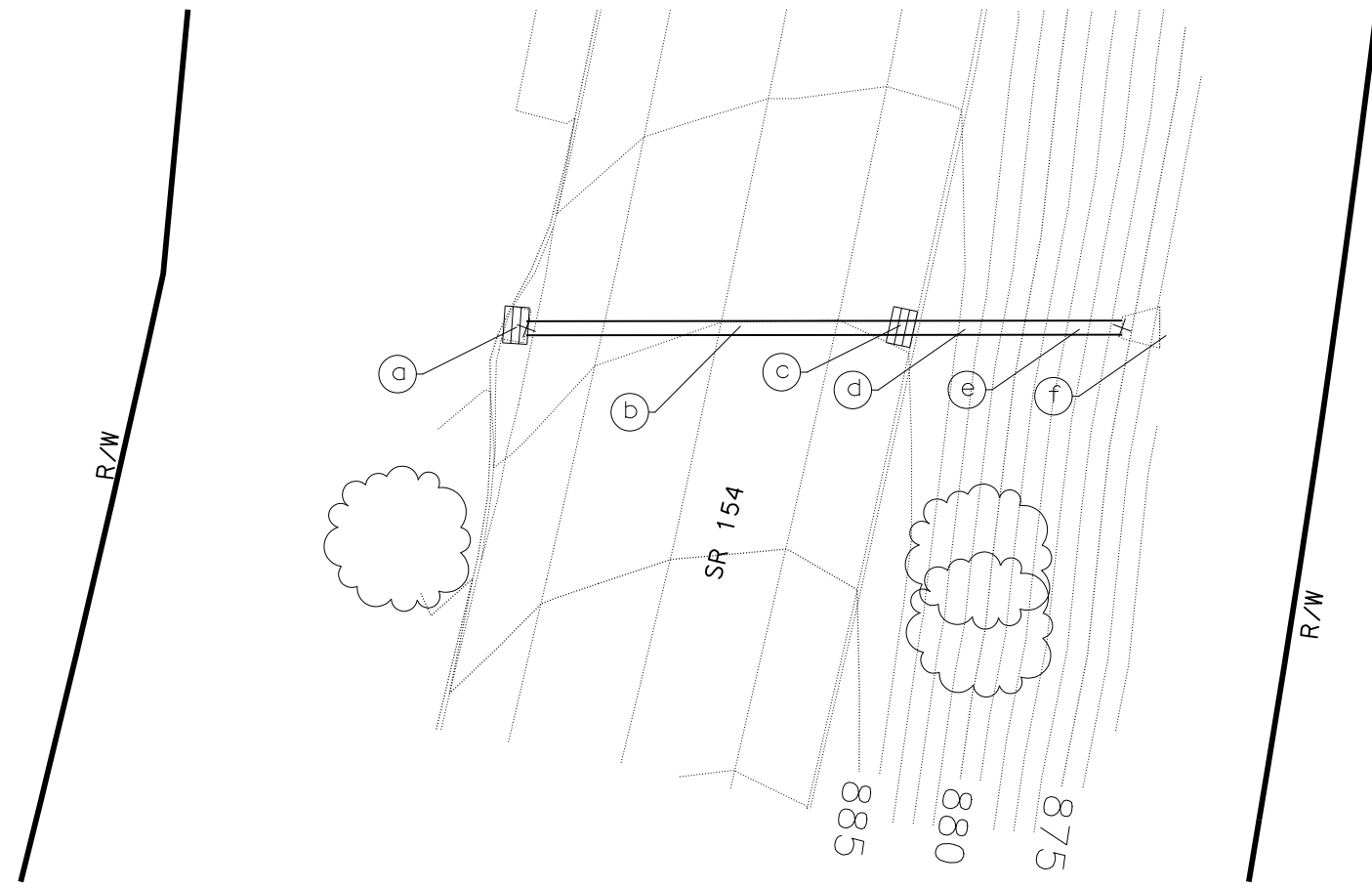
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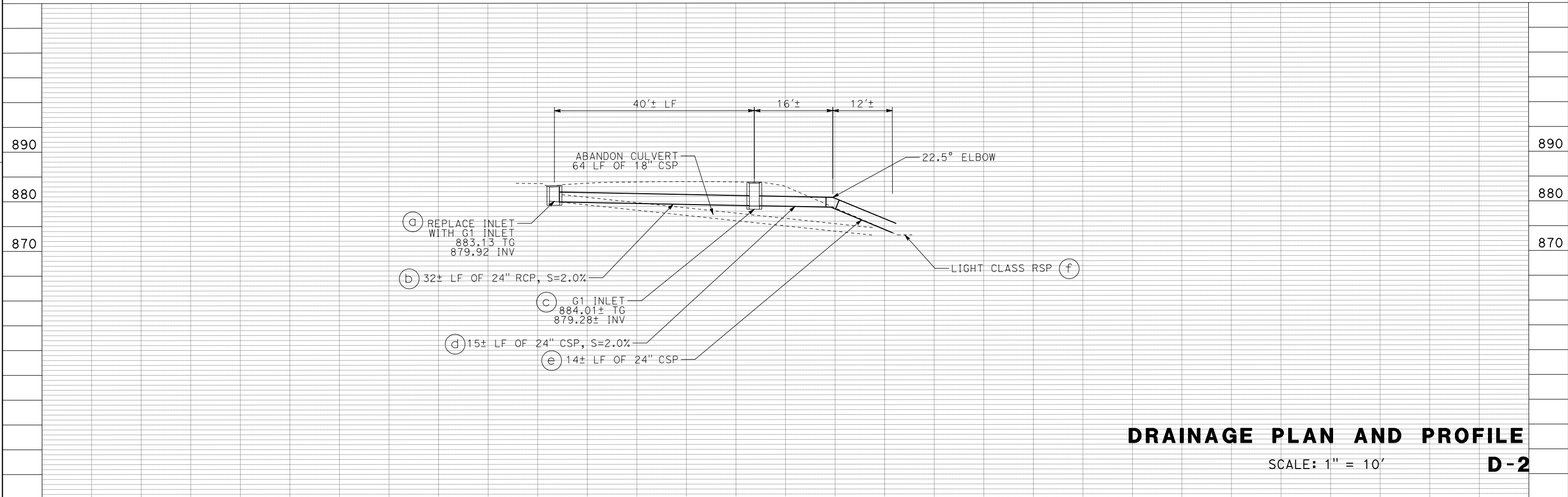
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STATE OF CALIFORNIA

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CULVERT NO. 511540100103 PLAN VIEW (PM 1.03)



DRAINAGE PLAN AND PROFILE
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D-2

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	JEFFREY PAYNE
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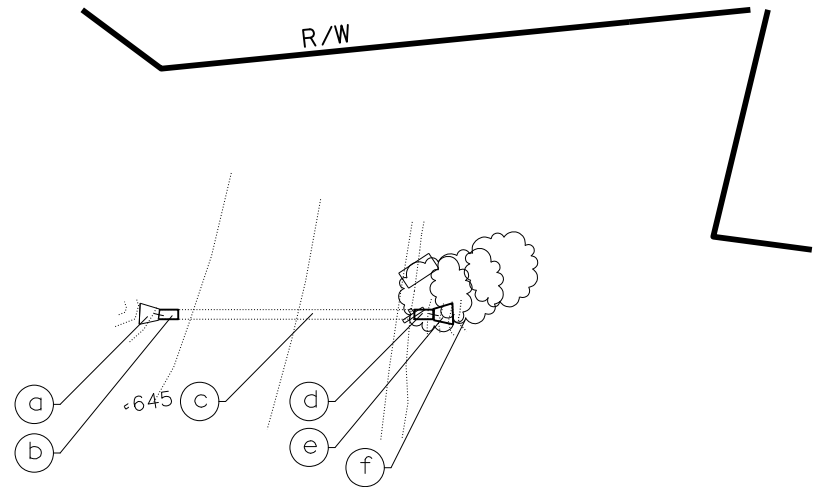
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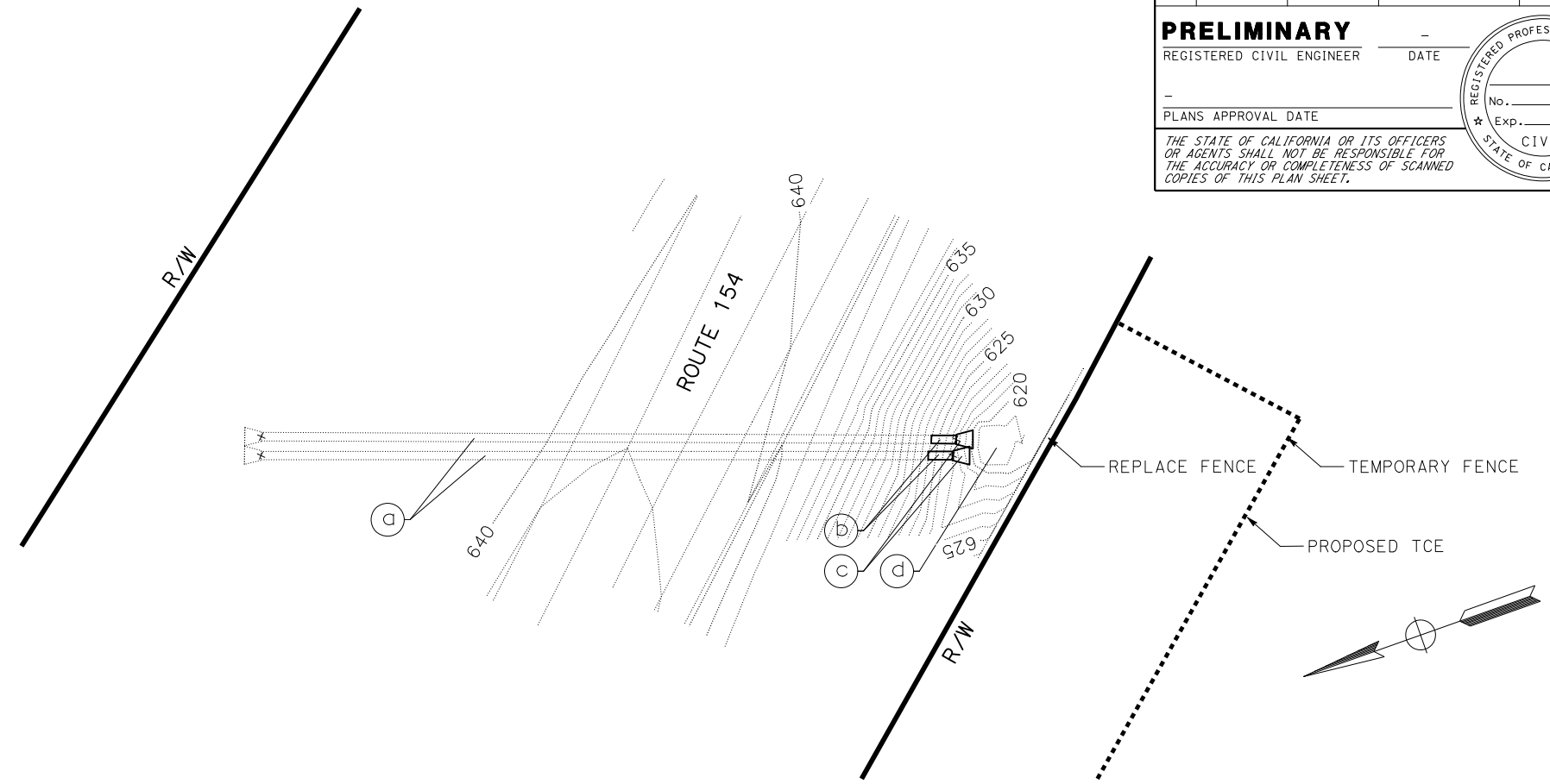
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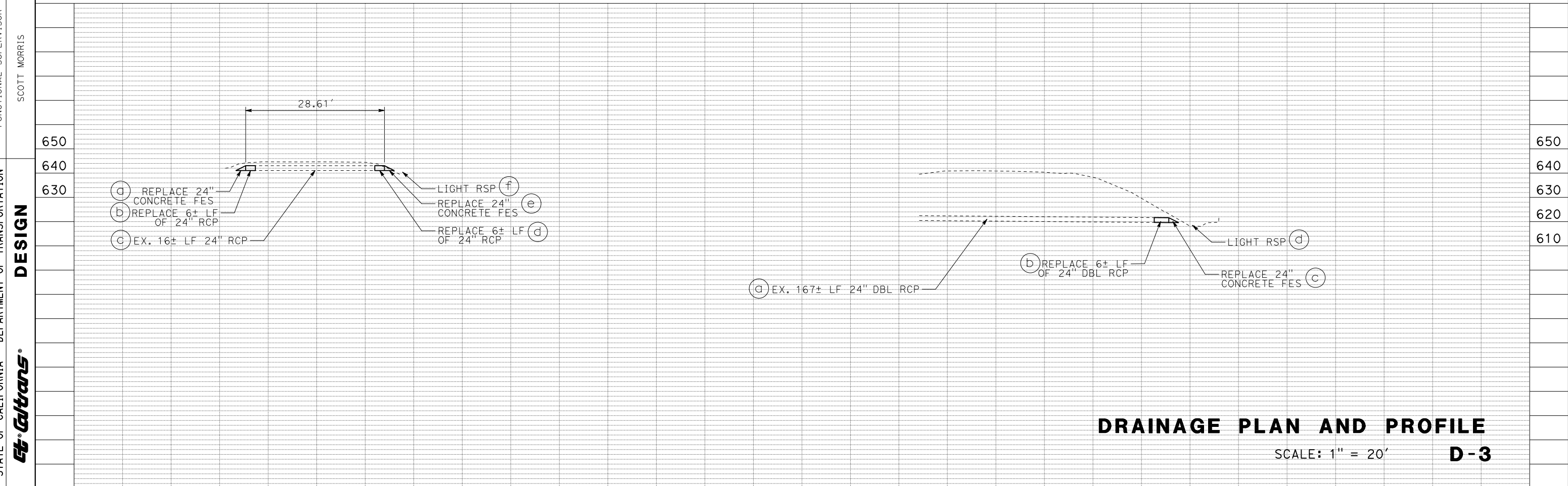
ROUTE 154



REPLACE FENCE
TEMPORARY FENCE
PROPOSED TCE

CULVERT NO. 511540100681 PLAN VIEW (PM 6.81)

CULVERT NO. 511544100687 PLAN VIEW (PM 6.87)



DRAINAGE PLAN AND PROFILE

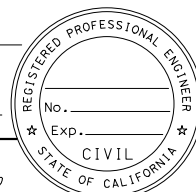
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 FUNCTIONAL SUPERVISOR: SCOTT MORRIS
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 CHECKED BY: [blank]
 MARK DAVIS
 JEFFREY PAYNE
 REVISOR BY: [blank]
 DATE REVISED: [blank]

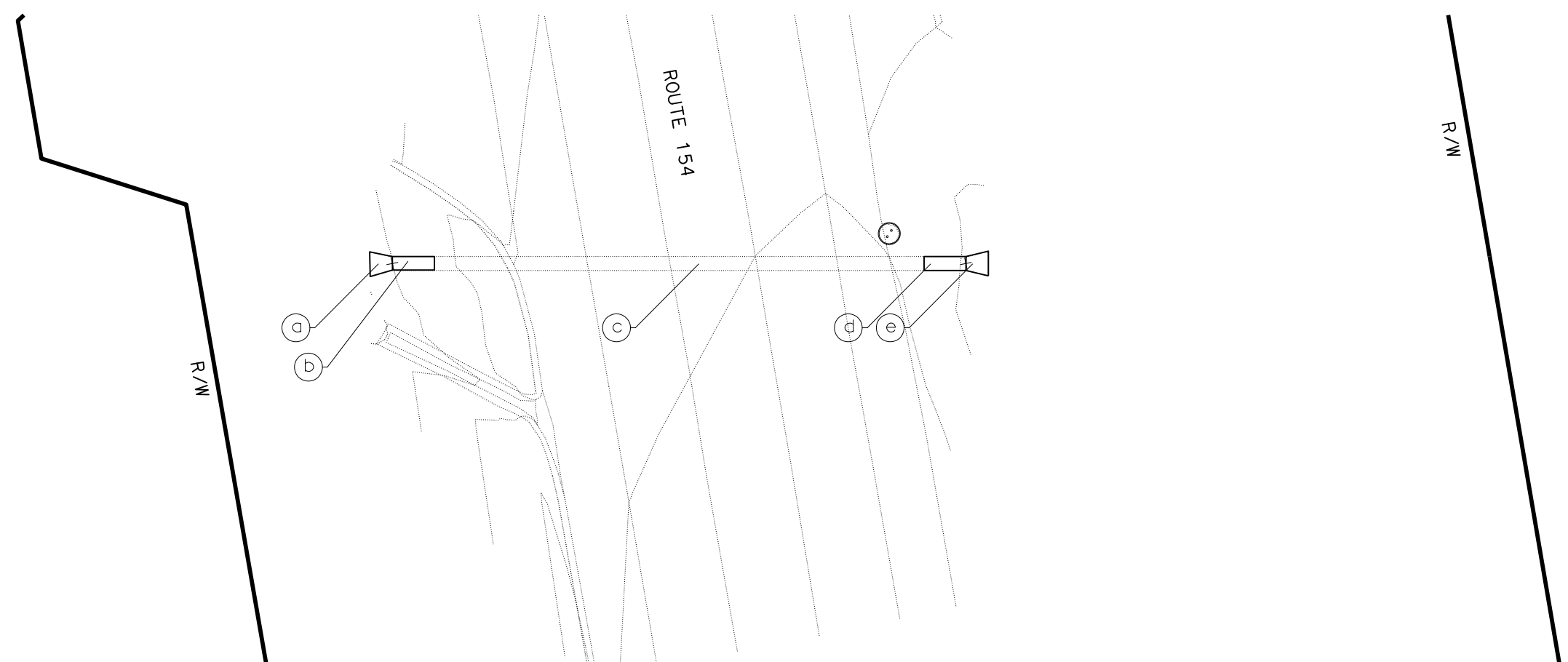
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PRELIMINARY
REGISTERED CIVIL ENGINEER DATE _____
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PLANS APPROVAL DATE _____

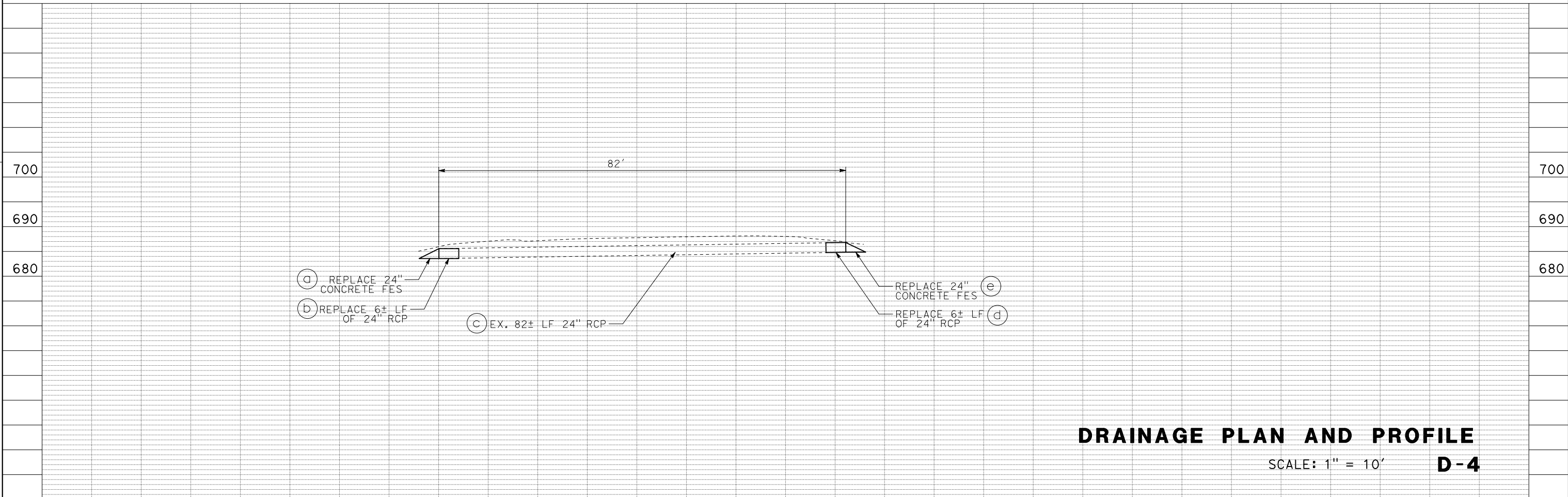
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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN
 FUNCTIONAL SUPERVISOR SCOTT MORRIS
 CALCULATED/DESIGNED BY
 CHECKED BY
 MARK DAVIS
 JEFFREY PAYNE
 REVISOR BY
 DATE REVISOR



CULVERT NO. 511544100754 PLAN VIEW (PM 7.54)



DRAINAGE PLAN AND PROFILE

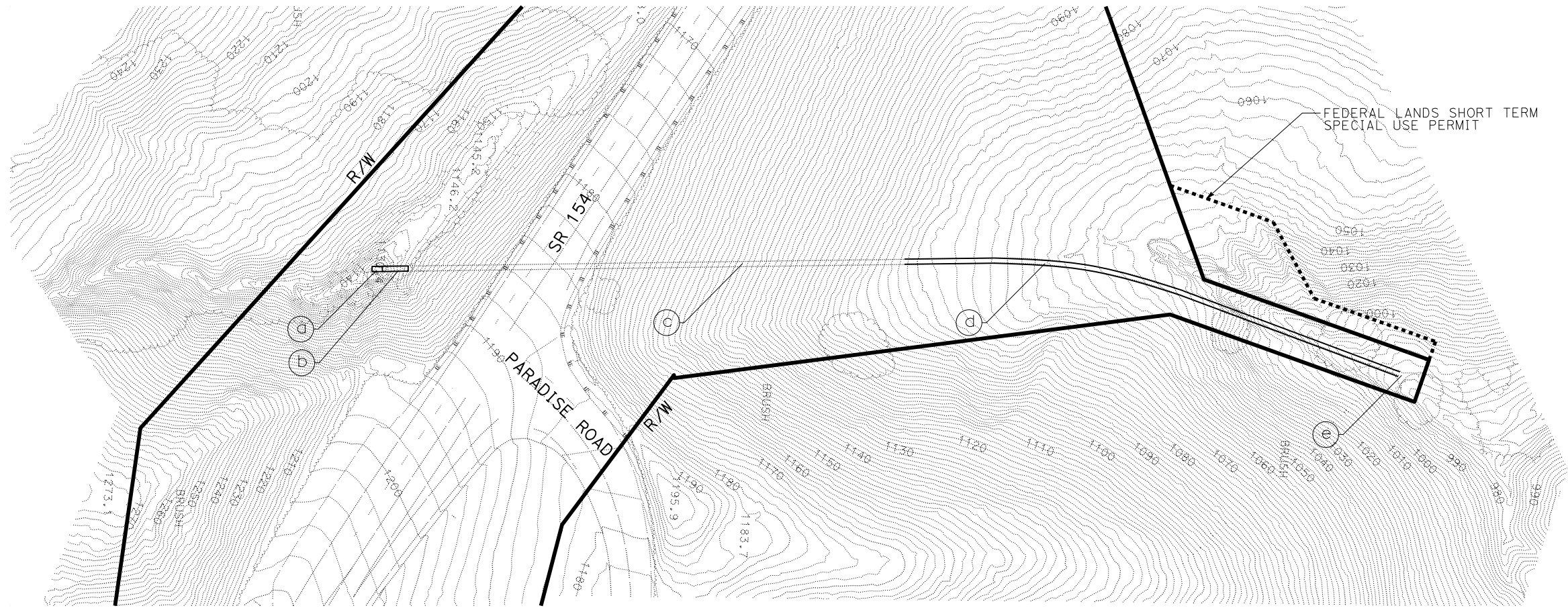
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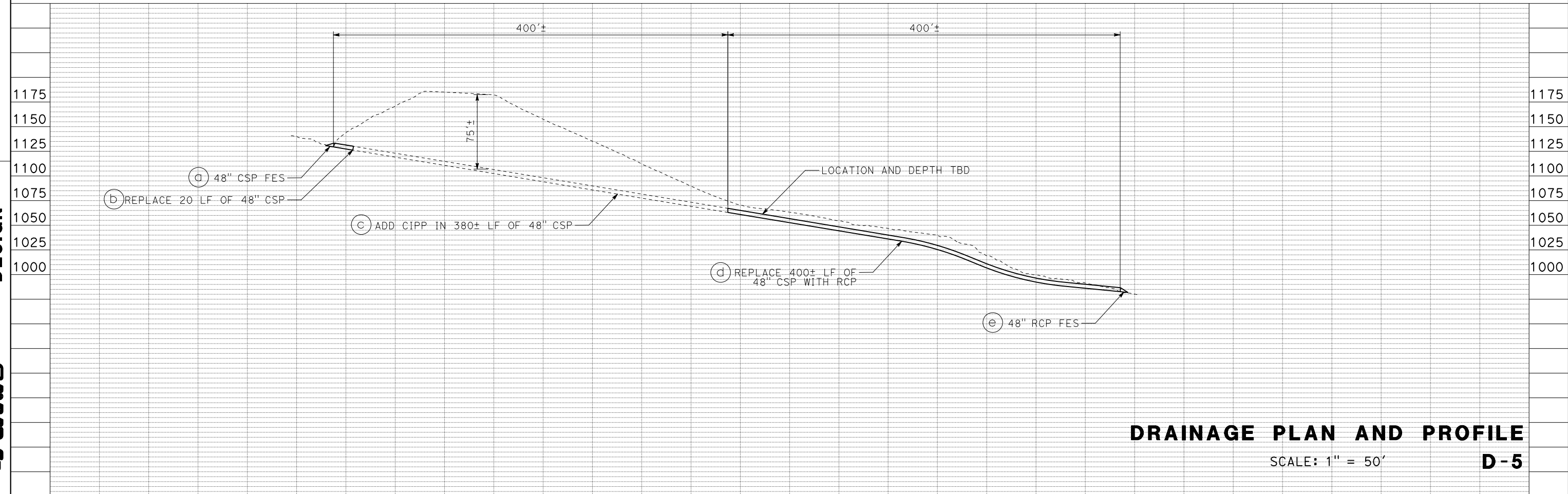
PRELIMINARY
REGISTERED CIVIL ENGINEER - DATE _____
PLANS APPROVAL DATE _____

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



CULVERT NO. 511540002157 PLAN VIEW (PM 21.57)



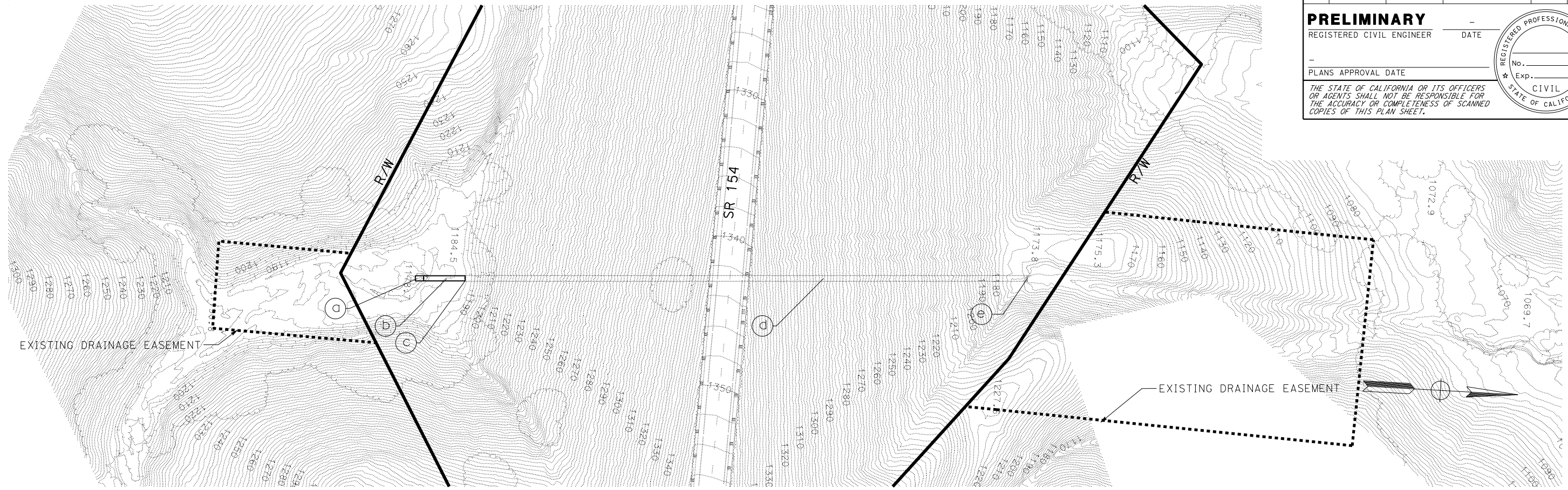
DRAINAGE PLAN AND PROFILE
SCALE: 1" = 50'
D-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	REVISOR
	SCOTT MORRIS	MARK DAVIS	DATE
GILBERTS	CHECKED BY	DESIGNED BY	DATE
	JEFFREY PAYNE	MARK DAVIS	DATE

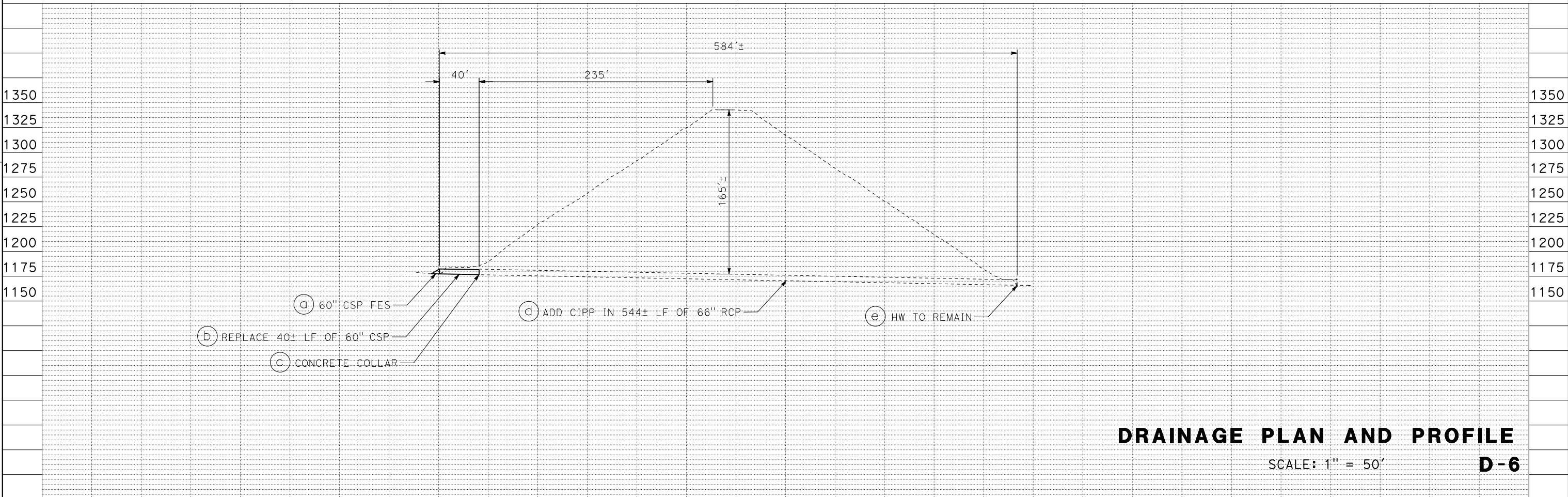
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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PRELIMINARY
REGISTERED CIVIL ENGINEER - DATE _____
PLANS APPROVAL DATE _____

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CULVERT NO. 511540002200 PLAN VIEW (PM 22.00)



DRAINAGE PLAN AND PROFILE
SCALE: 1" = 50'
D-6

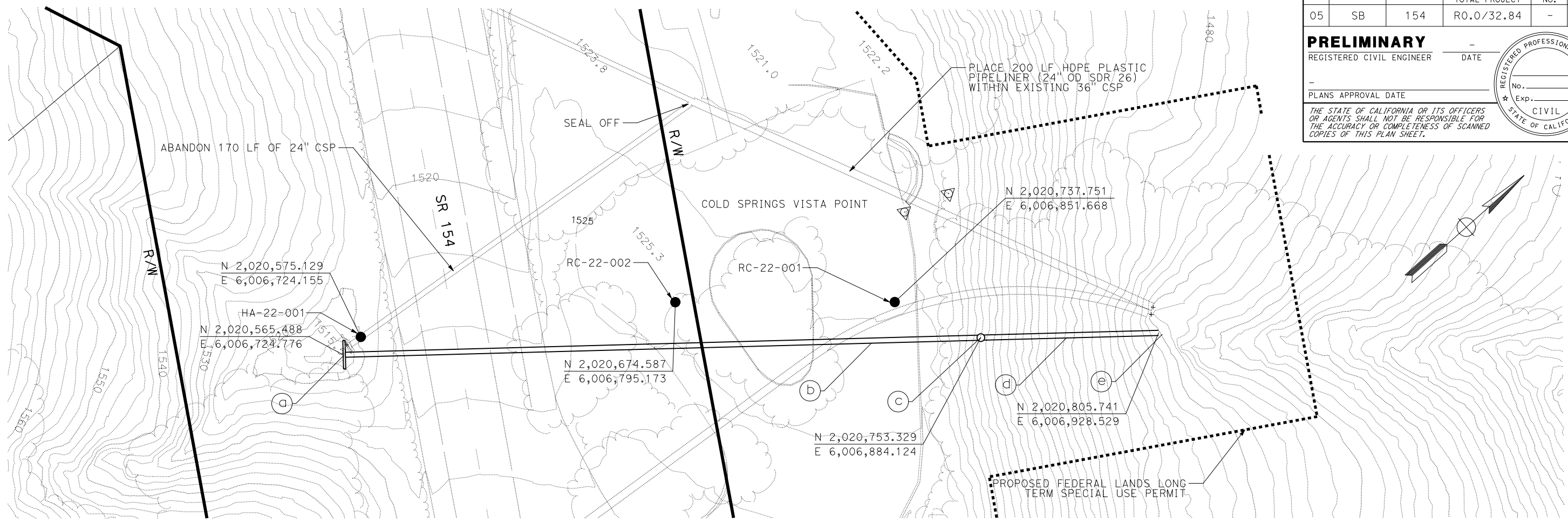
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FUNCTIONAL SUPERVISOR SCOTT MORRIS
CALCULATED/DESIGNED BY CHECKED BY
MARK DAVIS JEFFREY PAYNE
REVISOR BY DATE REVISOR

LAST REVISION DATE PLOTTED => 5-JAN-2023
MM-DD-YY TIME PLOTTED => 14:03

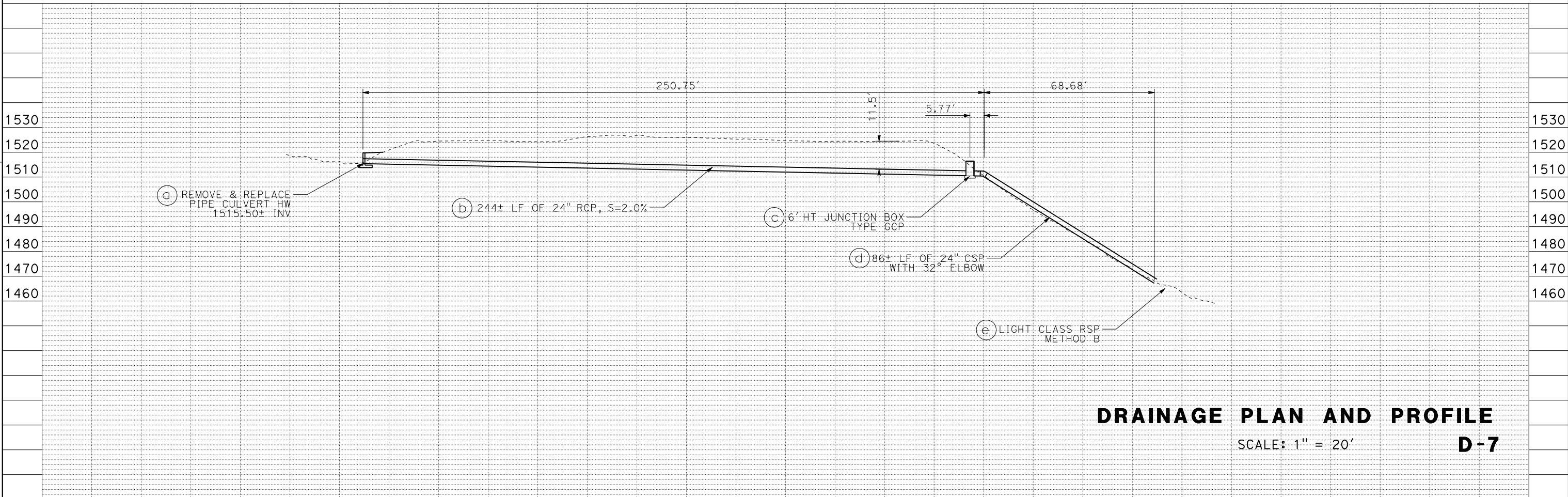
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
REGISTERED CIVIL ENGINEER - DATE _____
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CULVERT NO. 511546002252 PLAN VIEW (PM 22.52)



DRAINAGE PLAN AND PROFILE
SCALE: 1" = 20'
D-7

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DESIGN
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 CALCULATED/DESIGNED BY: [blank]
 CHECKED BY: [blank]
 MARK DAVIS
 REVISOR: [blank]
 DATE REVISED: [blank]

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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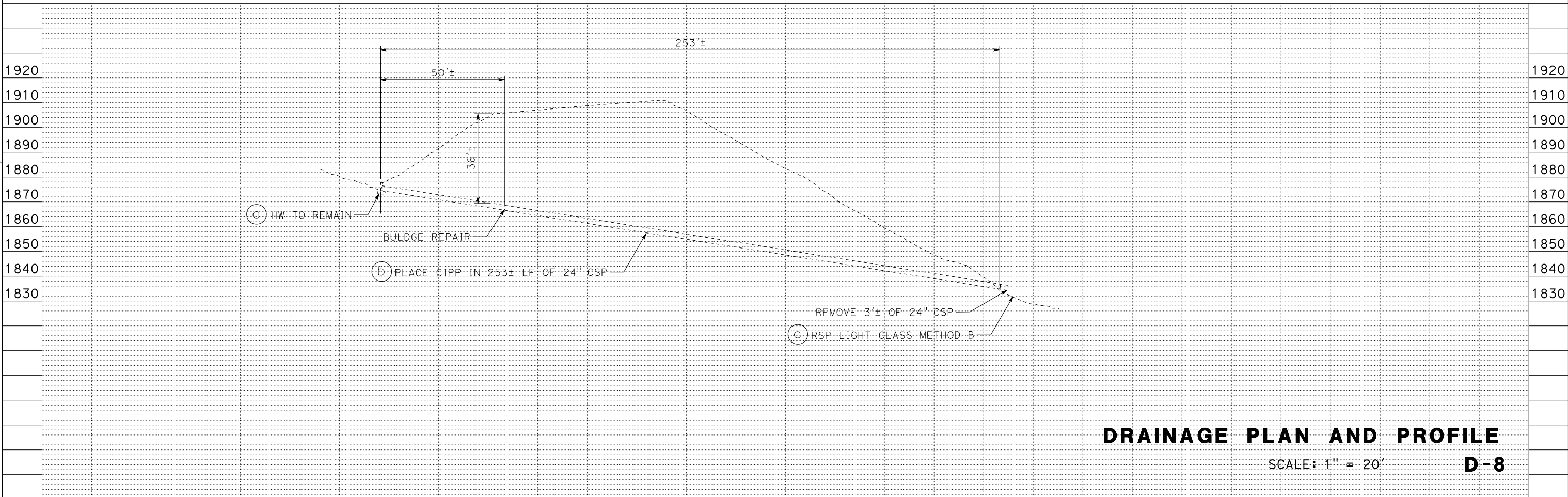
PRELIMINARY
REGISTERED CIVIL ENGINEER - DATE
-
PLANS APPROVAL DATE

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

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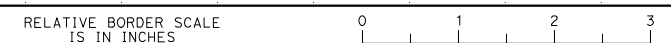


DRAINAGE PLAN AND PROFILE

SCALE: 1" = 20' **D-8**

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		DEPARTMENT OF TRANSPORTATION	
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		CHECKED BY	JEFFREY PAYNE
BORDER LAST REVISED 10/12/18	DESIGN	REVISOR	DATE
		REVISOR	DATE

USERNAME => s151635
DGN FILE => 0518000216\c08.dgn



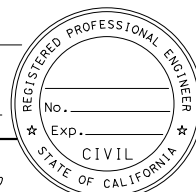
UNIT 1450

PROJECT NUMBER & PHASE 0518000216

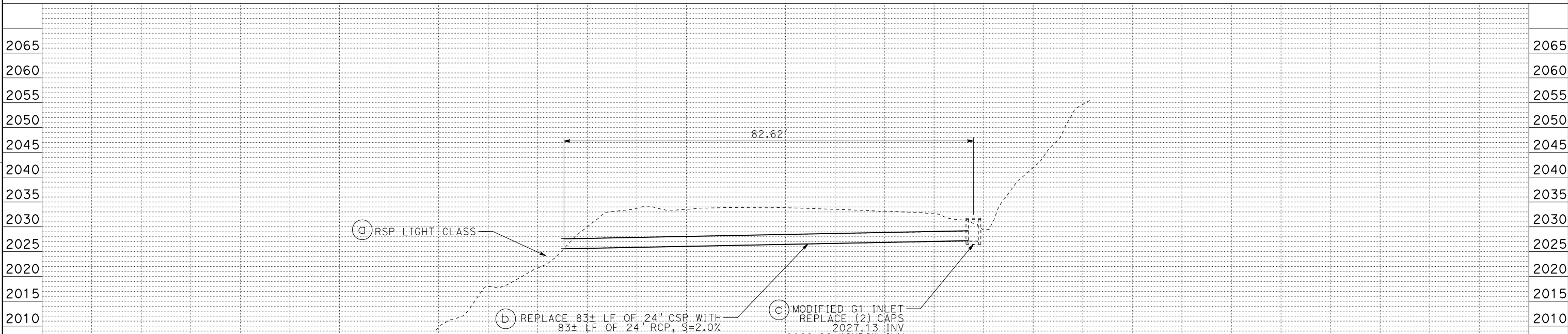
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PRELIMINARY
REGISTERED CIVIL ENGINEER - DATE
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PLANS APPROVAL DATE
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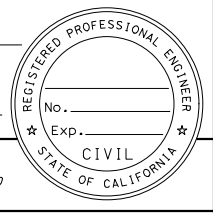
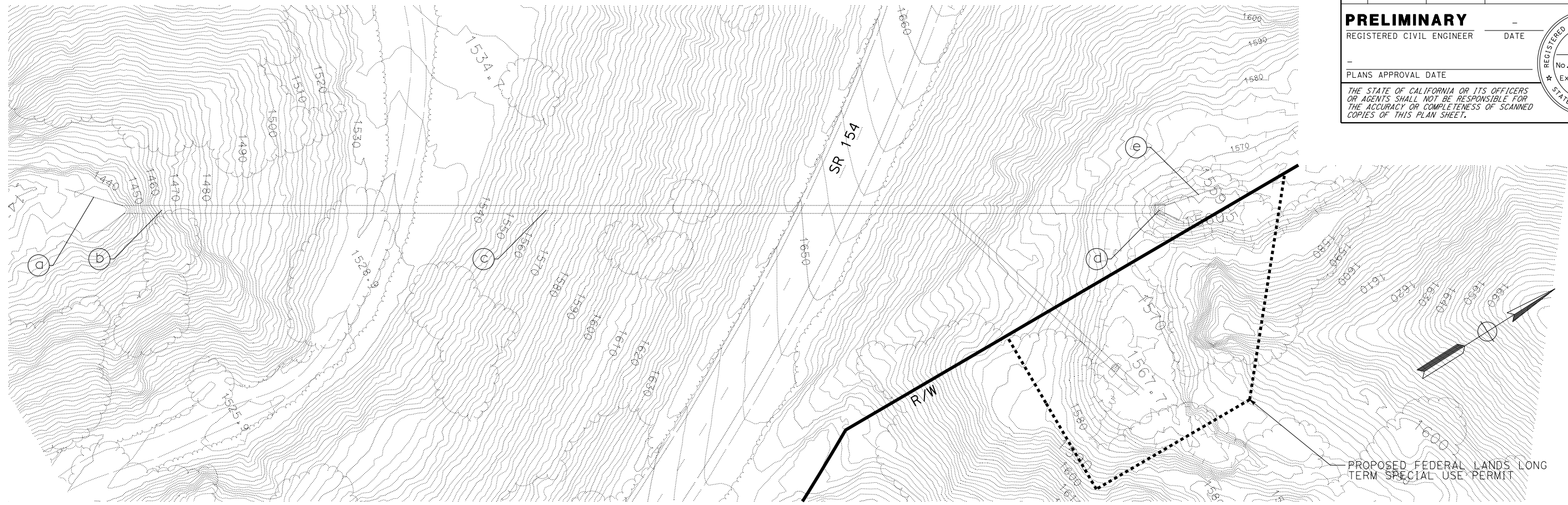
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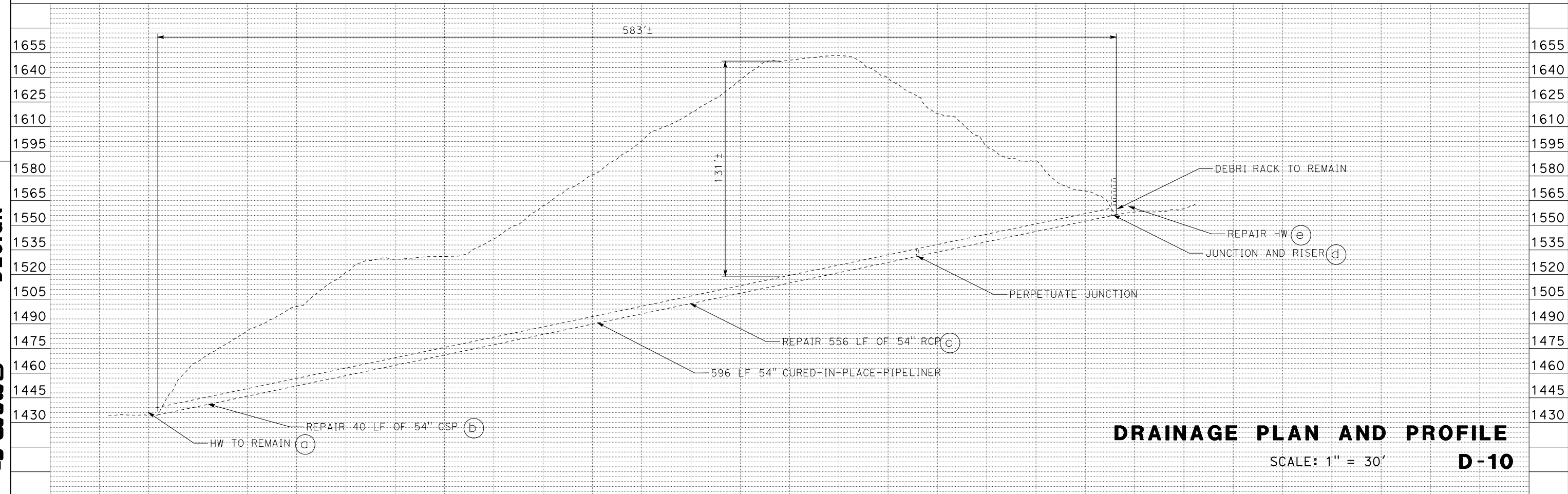
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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Gilbert's
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 FUNCTIONAL SUPERVISOR SCOTT MORRIS
 CALCULATED/DESIGNED BY
 CHECKED BY
 MARK DAVIS
 JEFFREY PAYNE
 REVISOR BY
 DATE REVISED

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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PRELIMINARY
REGISTERED CIVIL ENGINEER - DATE
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PLANS APPROVAL DATE
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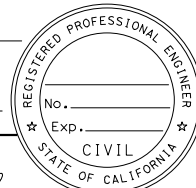
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 DESIGN
 GILBERTS
 MARK DAVIS
 JEFFREY PAYNE
 REVISOR BY
 DATE REVISOR
 CALCULATED/DESIGNED BY
 CHECKED BY
 FUNCTIONAL SUPERVISOR
 SCOTT MORRIS
 USERNAME => s151635
 DGN FILE => 0518000216\0010.dgn
 BORDER LAST REVISED 10/12/18
 RELATIVE BORDER SCALE 15 IN INCHES
 UNIT 1450
 PROJECT NUMBER & PHASE 0518000216

LAST REVISION DATE PLOTTED => 5-JAN-2023
 MM-DD-YY TIME PLOTTED => 14:04

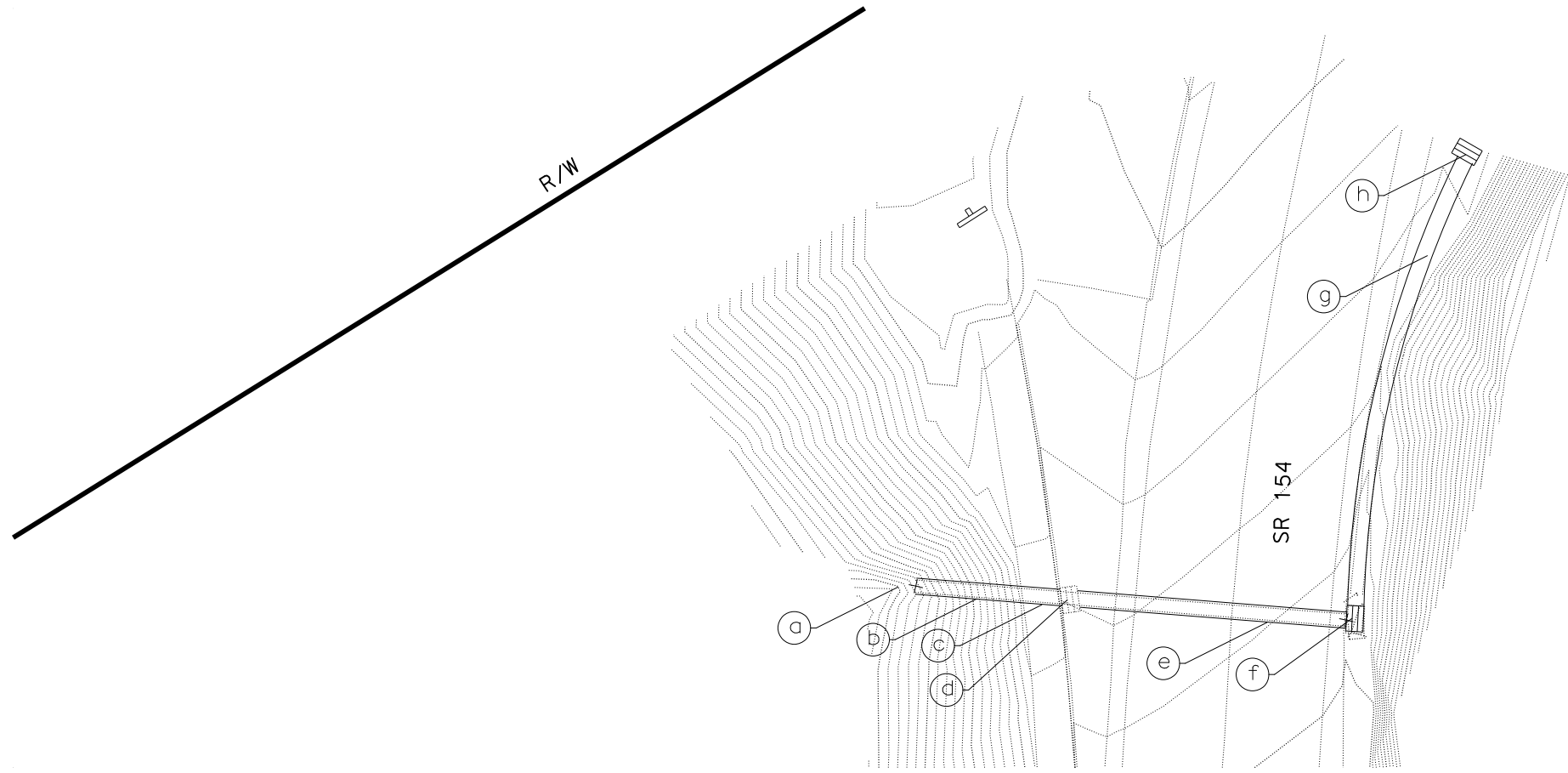
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PRELIMINARY
REGISTERED CIVIL ENGINEER DATE _____
PLANS APPROVAL DATE _____

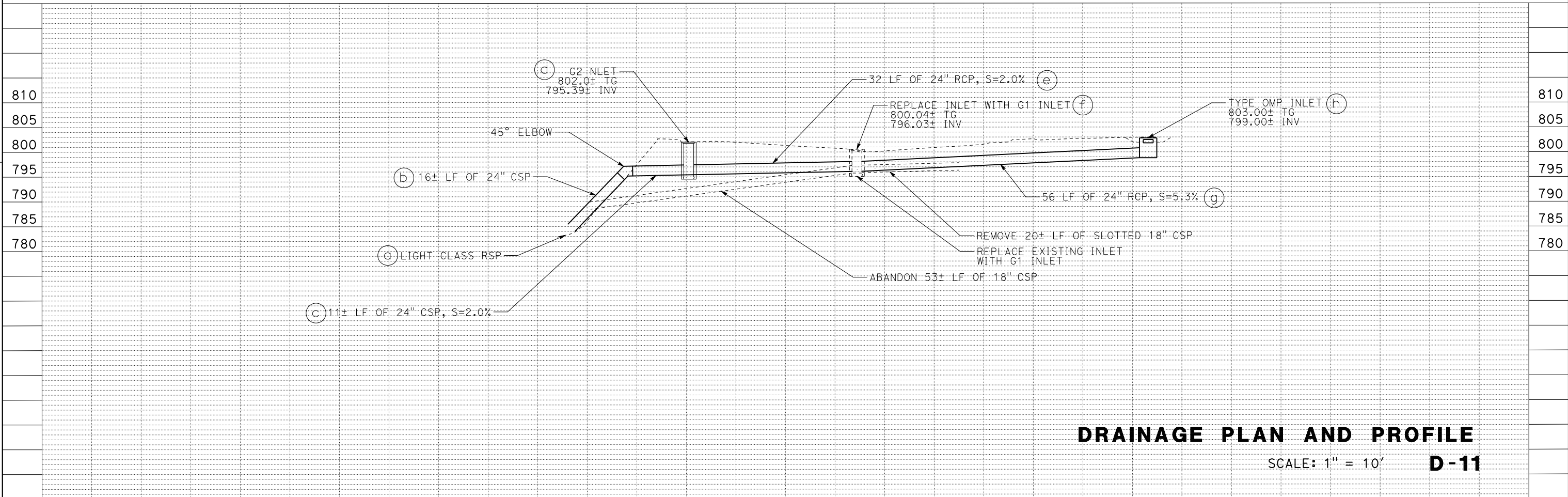
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 FUNCTIONAL SUPERVISOR SCOTT MORRIS
 MARK DAVIS
 JEFFREY PAYNE
 CALCULATED/DESIGNED BY
 CHECKED BY
 REVISOR BY
 DATE REVISED



CULVERT NO. 511544002928 PLAN VIEW (PM 29.28)



DRAINAGE PLAN AND PROFILE

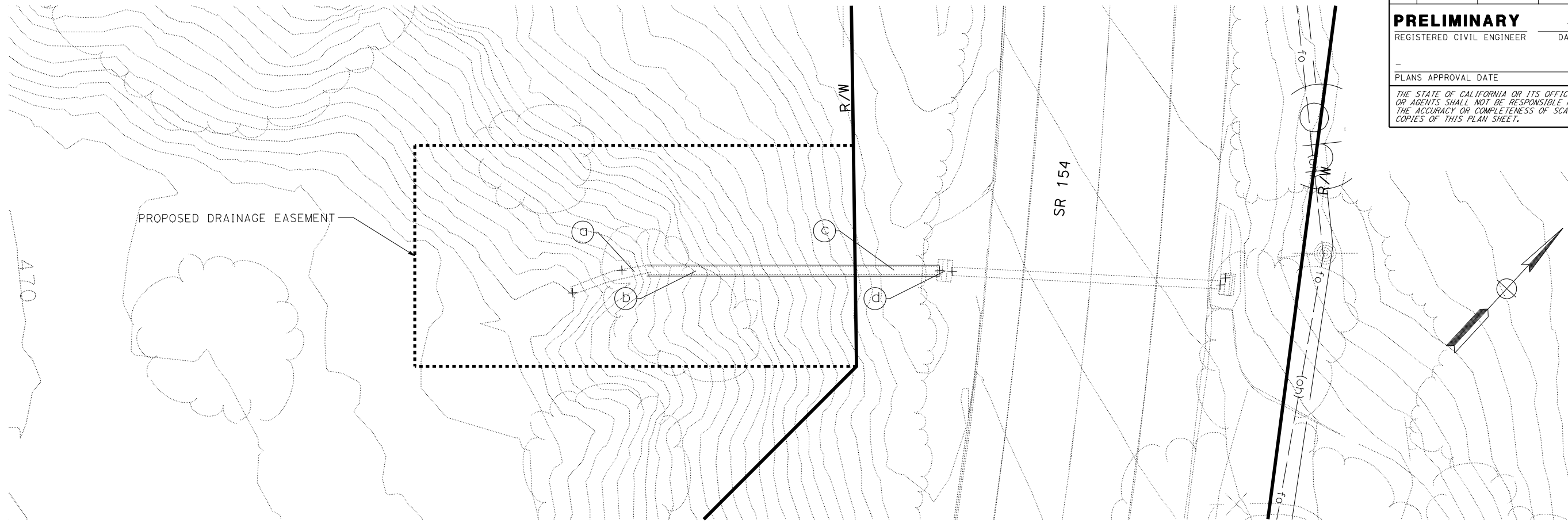
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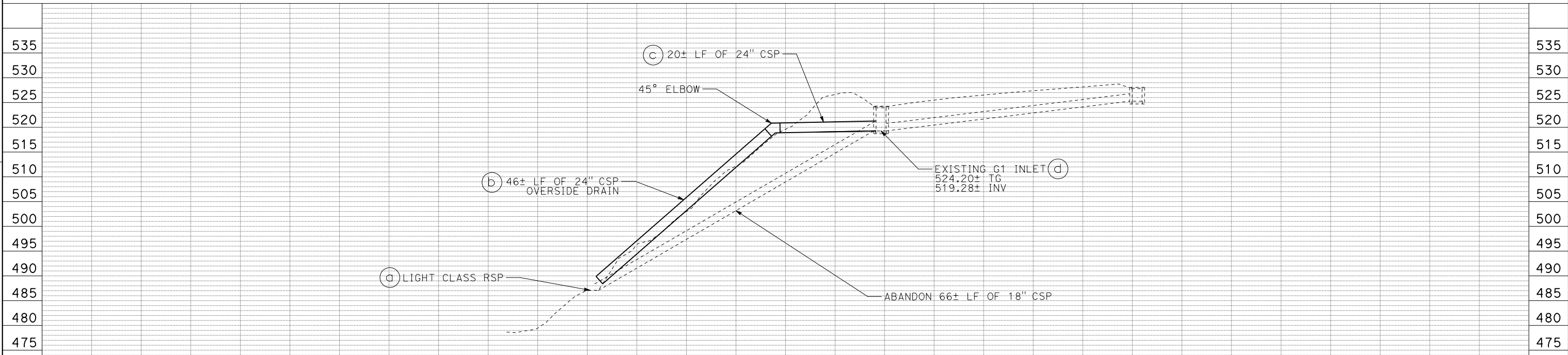
PRELIMINARY
REGISTERED CIVIL ENGINEER - DATE -
PLANS APPROVAL DATE -

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



CULVERT NO. 511544003014 PLAN VIEW (PM 30.14)



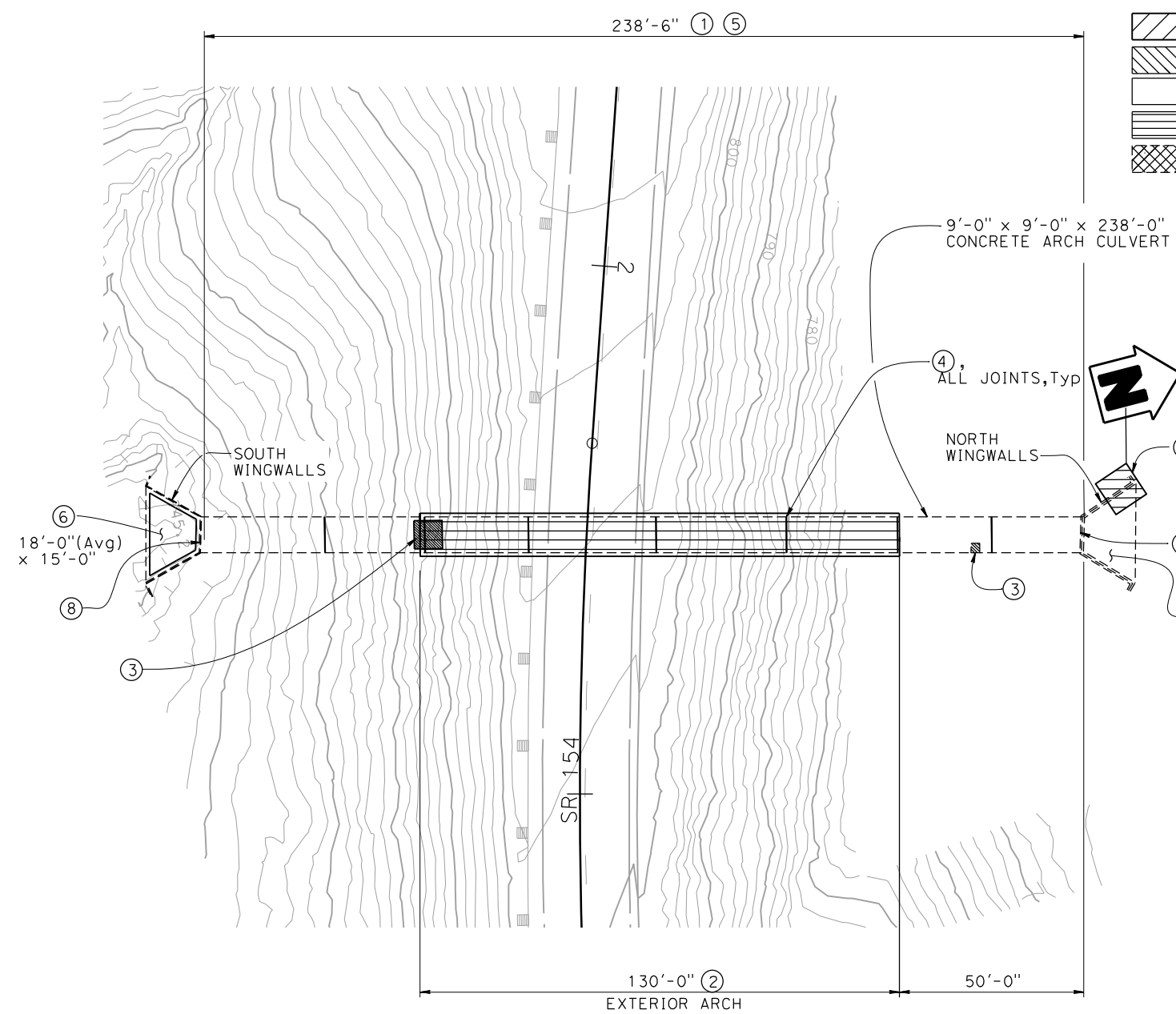
DRAINAGE PLAN AND PROFILE
SCALE: 1" = 10' **D-12**

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Gilberts
 DESIGN
 FUNCTIONAL SUPERVISOR SCOTT MORRIS
 CALCULATED/DESIGNED BY CHECKED BY
 MARK DAVIS JEFFREY PAYNE
 REVISED BY DATE REVISED
 REVISIONS: x x x

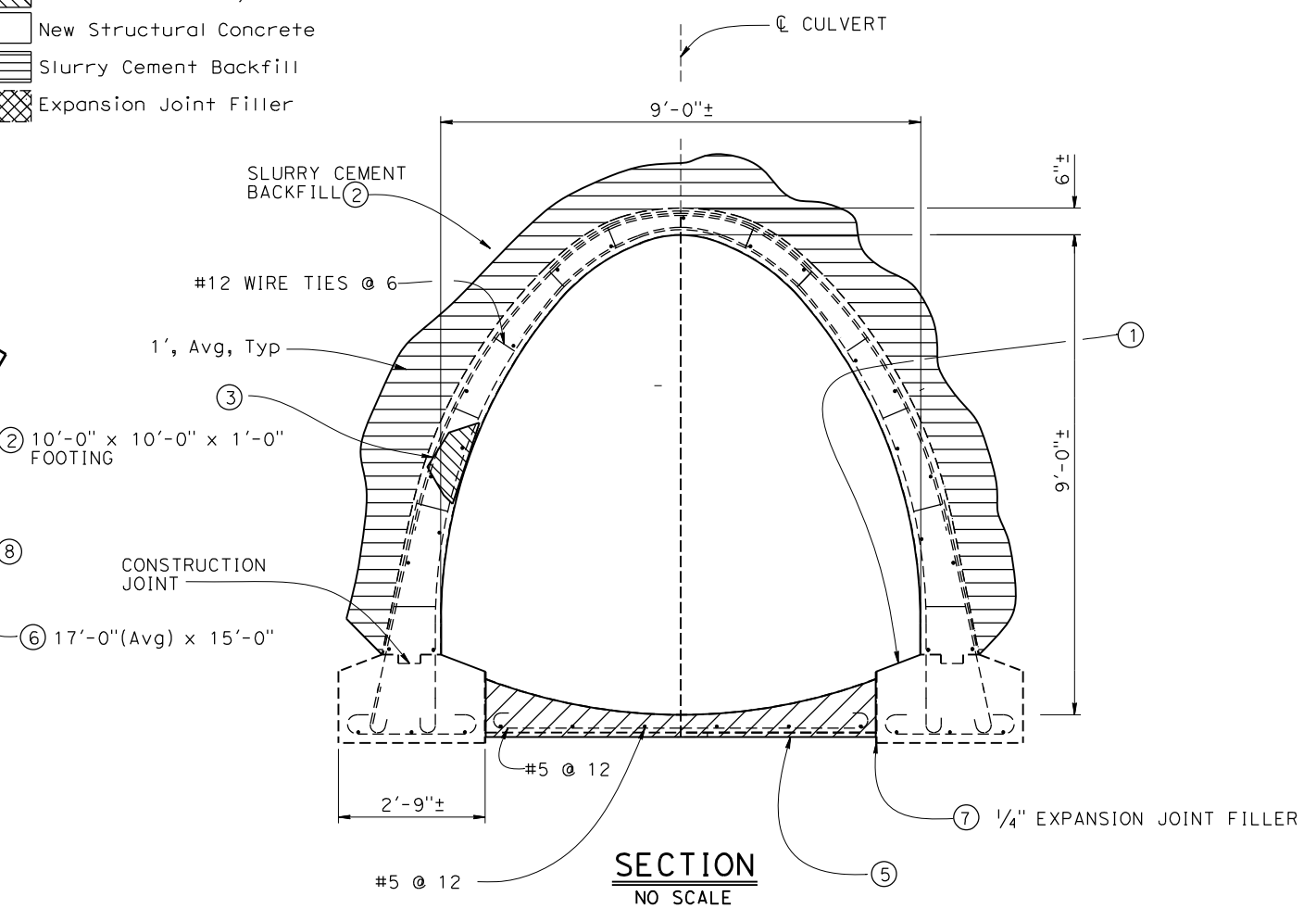
Dist	COUNTY	ROUTE	POST MILE
05	SB	154	R0.0/32.84

LEGEND:

- Existing Structure
- Concrete Removal
- Concrete Removal, Reinforcement to Remain
- New Structural Concrete
- Slurry Cement Backfill
- Expansion Joint Filler



PLAN
NO SCALE



SECTION
NO SCALE

- ① HDPE/PVC Coating Liner
- ② Slurry Soil Amendment
- ③ Existing Culvert Structural Repair
- ④ Joint Replacement
- ⑤ Existing Concrete Invert Slab Replacement
- ⑥ Existing Concrete Slab Replacement
- ⑦ Expansion Joint Filler Replacement
- ⑧ Cable Railing

QUANTITIES

HDPE/PVC COATING LINER	5,200	LB
STRUCTURAL CONCRETE REMOVAL	70	CY
STRUCTURAL CONCRETE	70	CY
SLURRY CEMENT BACKFILL	110	CY
JOINT SEALS	139	LF
BAR Reinf STEEL (CULVERT)	4,000	LB
EXPANSION JOINT FILLER	550	SF

CULVERT NO.511540001685 (PM 16.85)

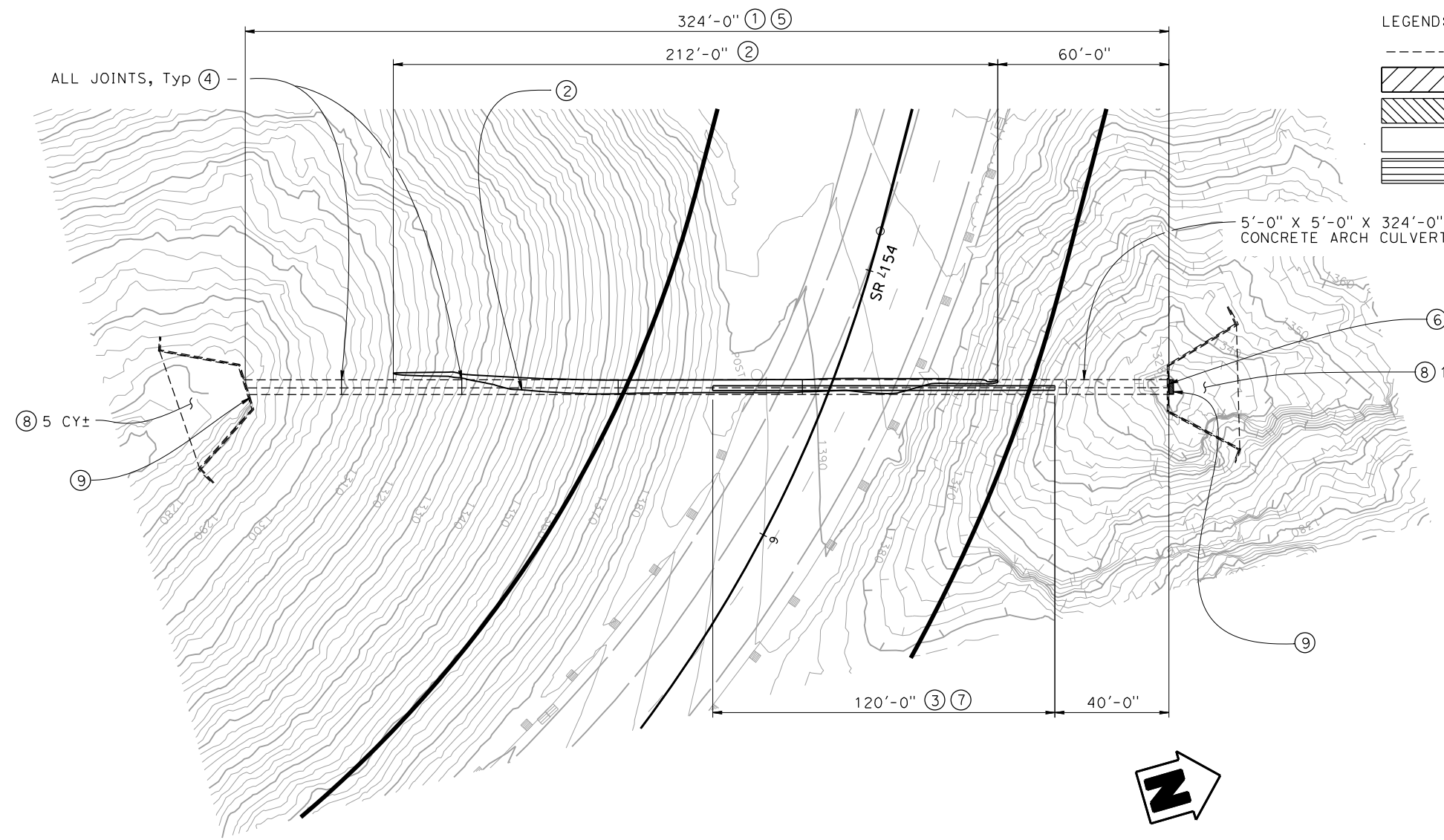
DESIGNED BY T. MARCHENKO	DATE X
DRAWN BY S. NAM	DATE X
CHECKED BY C. DUAN / S. KOTALAWA	DATE X
APPROVED X	DATE X

BRIDGE DESIGN

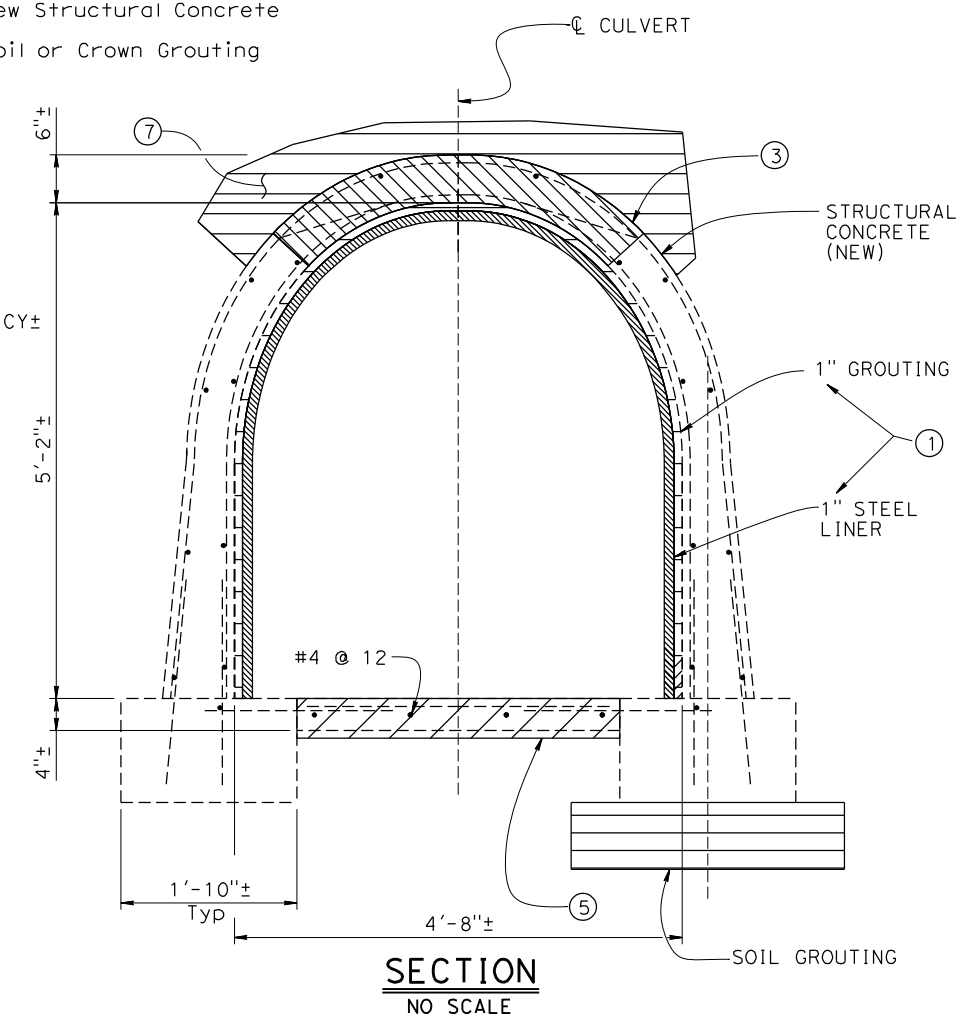
BRANCH
B

PLANNING STUDY	
CONCRETE CULVERTS REHABILITATION	
UNIT: 3619	BRIDGE No.: XX-XXXX
PROJECT EA:05-1K520	PROJECT No. & PHASE:05180002160

Dist	COUNTY	ROUTE	POST MILE
05	SB	154	R0.0/32.84



- LEGEND:
- Existing Structure
 - Concrete Removal
 - Concrete Removal, Reinforcement to Remain
 - New Structural Concrete
 - Soil or Crown Grouting



PLAN
NO SCALE

SECTION
NO SCALE

QUANTITIES

- ① Steel Liner Retrofit
- ② Soil Grouting Amendment
- ③ Existing Culvert Structural Repair
- ④ Joint Replacement
- ⑤ Existing Concrete Invert Slab Replacement
- ⑥ Existing Headwall Structural Repair
- ⑦ Crown Grouting
- ⑧ Existing Concrete Slab Replacement
- ⑨ Cable Railing

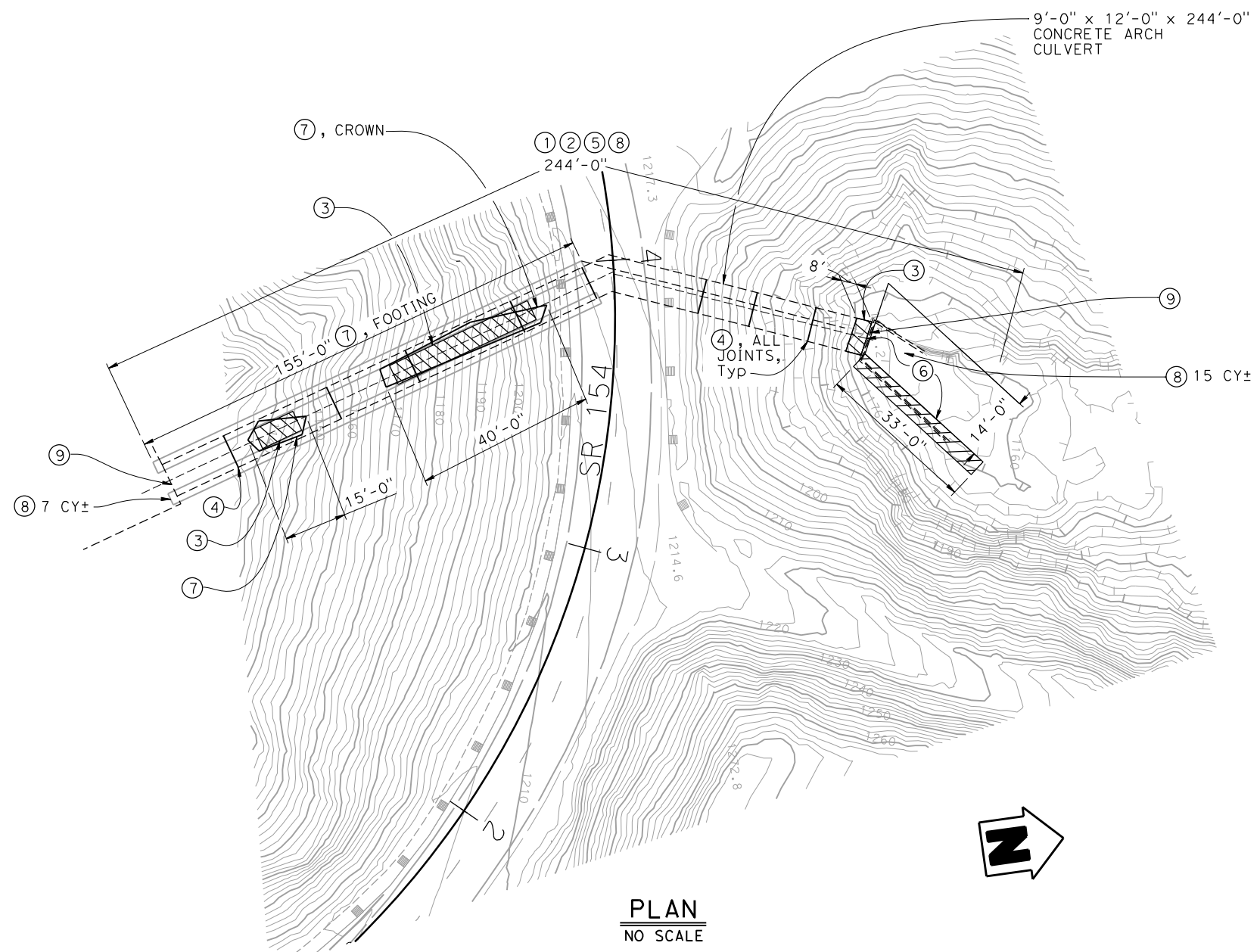
STRUCTURAL STEEL	165,000	LB
STRUCTURAL CONCRETE REMOVAL	47	CY
STRUCTURAL CONCRETE	47	CY
GROUT	50	CY
JOINT SEALS	61	LF
BAR Reinf STEEL (CULVERT)	2,400	LB

DESIGNED BY T. MARCHENKO		DATE X	BRIDGE DESIGN BRANCH B	CULVERT NO.511540001685 (PM 26.76)	
DRAWN BY S. NAM		DATE X		PLANNING STUDY	
CHECKED BY C. DUAN / S. KOTALAWA		DATE X		CONCRETE CULVERTS REHABILITATION	
APPROVED X		DATE X		UNIT: 3619	BRIDGE No.: XX-XXXX
			PROJECT EA:05-1K520		PROJECT No. & PHASE:05180002160

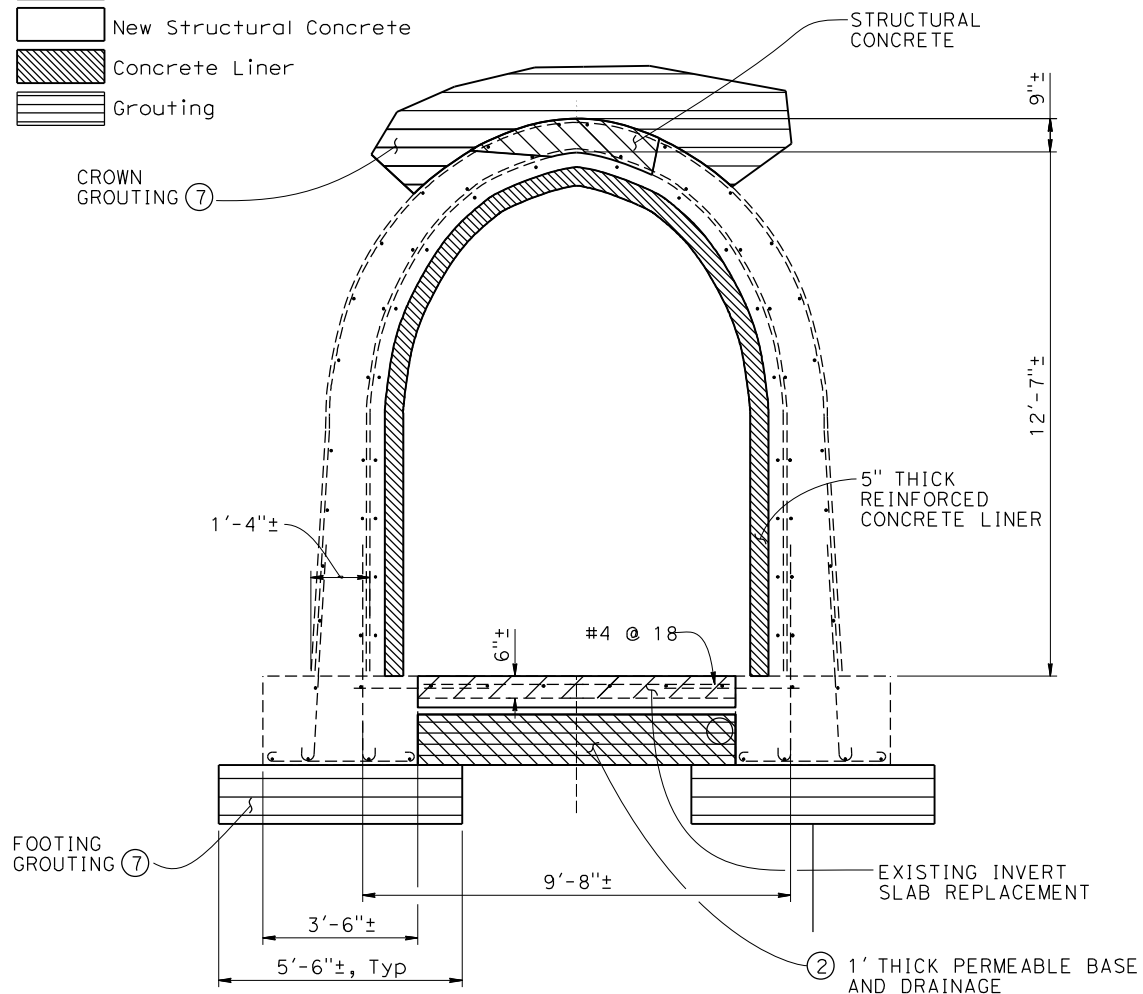
Dist	COUNTY	ROUTE	POST MILE
05	SB	154	R0.0/32.84

LEGEND:

- Existing Structure
- Concrete Removal, Reinforcement to Remain
- Existing Invert Slab Replacement
- New Structural Concrete
- Concrete Liner
- Grouting



PLAN
NO SCALE



SECTION
NO SCALE

- ① Concrete Liner Retrofit
- ② Permeable Basement and Drainage
- ③ Existing Culvert Structural Repair
- ④ Joint Replacement
- ⑤ Existing Concrete Invert Slab Replacement
- ⑥ Existing Headwall and Wing Wall Replacement
- ⑦ Grouting
- ⑧ Existing Slab Replacement
- ⑨ Cable Railing

QUANTITIES

CONCRETE LINER	104	CY
LINER REINFORCEMENT	12,900	LB
STRUCTURAL CONCRETE REMOVAL	114	CY
STRUCTURAL CONCRETE	114	CY
GROUT	65	CY
JOINT SEALS	229	LF
BAR Reinf STEEL (CULVERT)	7,460	LB
CABLE RAILING	125	LF

CULVERT NO.511540001685 (PM 27.67)

DESIGNED BY T. MARCHENKO	DATE X
DRAWN BY S. NAM	DATE X
CHECKED BY C. DUAN / S. KOTALAWA	DATE X
APPROVED X	DATE X

BRIDGE DESIGN

BRANCH
B

PLANNING STUDY	
CONCRETE CULVERTS REHABILITATION	
UNIT: 3619	BRIDGE No.: XX-XXXX
PROJECT EA: 05-1K520	PROJECT No. & PHASE: 05180002160

Attachment C

(Project Report Cost Estimates)

**PROJECT
PLANNING COST ESTIMATE**

EA: 05-1K520

EA: 05-1K520 PID: 0518000216

PID: 0518000216

Alternative 1

District-County-Route: 05-SB-154

PM: 0.0/32.8

Type of Estimate : Preliminary Cost Estimate For Full Scope of Work

Program Code : SHOPP 201.151 - Drainage System Restoration
SHOPP 201.315 - Transportation Management Systems

Project Limits : Various locations along entire SR 154 route located within Santa Barbara County

Project Description: The purpose of this project is to restore damaged culverts to reduce the potential of roadway or embankment failure, to improve traffic monitoring, and to extend service life of existing pavement.

Scope : The repair or replacement of (16) drainage systems, the installation of (1) new and (1) replaced element for traffic management within the designated project limits, and HMA overlay of Cold Springs vista point.

Alternative : 1

SUMMARY OF PROJECT COST ESTIMATE

	<u>Current Year Cost</u>	<u>Escalated Cost</u>
TOTAL ROADWAY COST	\$ 13,260,000	\$ 14,348,174
TOTAL STRUCTURES COST	\$ -	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 13,260,000	\$ 14,348,174
TOTAL RIGHT OF WAY COST	\$ 286,688	\$ 316,073
TOTAL CAPITAL OUTLAY COSTS	\$ 13,547,000	\$ 14,665,000

If Project has been programmed enter Programmed Amount

	<u>Month</u> / <u>Year</u>
Date of Estimate (Month/Year)	3 / 2023
Estimated Construction Start (Month/Year)	12 / 2024
	Number of Working Days = 250
Estimated Mid-Point of Construction (Month/Year)	4 / 2025
Estimated Construction End (Month/Year)	7 / 2026
	Number of Plant Establishment Days WD 250

Estimated Project Schedule

PID Approval	June-19
PA/ED Approval	April-23
PS&E	February-24
RTL	June-24
Begin Construction	December-24

Approved by Project Manager

Sherri L. Martin
Sherri Martin (Project Manager)

03/13/2023

Date


805-788-8973

Phone


I. ROADWAY ITEMS SUMMARY

Section	Cost
1 Earthwork	\$ 50,000
2 Pavement Structural Section	\$ 479,500
3 Drainage	\$ 4,703,800
4 Specialty Items	\$ 109,900
5 Environmental	\$ 2,166,600
6 Traffic Items	\$ 555,000
7 Detours	\$ -
8 Minor Items	\$ 403,300
9 Roadway Mobilization	\$ 677,500
10 Supplemental Work	\$ 501,200
11 State Furnished	\$ 776,200
12 Time-Related Overhead	\$ 375,000.00
13 Roadway Contingency	\$ 1,079,800
14 Split Off Support	\$ 1,375,000
TOTAL ROADWAY ITEMS	\$ 13,252,800

Estimate Prepared By :


 Mark Davis, Project Engineer 3-13-23 805 549-3028
 Date Phone

Estimate Reviewed By :


 Jeffrey Payne 03-13-23 805-779-0426
 Date Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

PROJECT COST ESTIMATE

EA: 05-1K520 PID: 0518000216

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation (Culvert Access)	CY		x	=	\$	-
19010X	Roadway Excavation (Type X) ADL	CY		x	=	\$	-
194001	Ditch Excavation	CY		x	=	\$	-
19801X	Imported Borrow	CY/TON		x	=	\$	-
192037	Structure Excavation (Retaining Wall)	CY		x	=	\$	-
193013	Structure Backfill (Retaining Wall)	CY		x	=	\$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x	=	\$	-
16010X	Clearing & Grubbing	LS	1	x	50,000.00	= \$	50,000
170101	Develop Water Supply	LS		x	=	\$	-
19801X	Imported Borrow	CY/TON		x	=	\$	-
210130	Duff	ACRE		x	=	\$	-
XXXXXX	Some Item	Unit					-

TOTAL EARTHWORK SECTION ITEMS	\$ 50,000
--------------------------------------	------------------

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY		x	=	\$	-
400050	Continuously Reinforced Concrete Pavement	CY		x	=	\$	-
404092	Seal Pavement Joint	LF		x	=	\$	-
404093	Seal Isolation Joint	LF		x	=	\$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x	=	\$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x	=	\$	-
280010	Rapid Strength Concrete Base	CY		x	=	\$	-
410095	Dowel Bar (Drill and Bond)	EA		x	=	\$	-
390136	Minor Hot Mix Asphalt (Type A)	TON	293	x	850.00	= \$	249,050
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x	=	\$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x	=	\$	-
260203	Class 2 Aggregate Base	CY	11	x	300.00	= \$	3,300
377501	Slurry Seal	TON		x	=	\$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x	=	\$	-
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x	=	\$	-
150771	Remove Asphalt Concrete Dike	LF		x	=	\$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD	160	x	110.00	= \$	17,600
150860	Remove Base and Surfacing	CY		x	=	\$	-
390095	Replace Asphalt Concrete Surfacing	CY		x	=	\$	-
15312X	Remove Concrete	CY		x	=	\$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	2,553	x	75.00	= \$	191,475
397005	Tack Coat	TON	4	x	4,500.00	= \$	18,000
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x	=	\$	-
XXXXXX	Some Item	Unit		x	=	\$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ 479,500
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PROJECT COST ESTIMATE

EA: 05-1K520 PID: 0518000216

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price (\$)		Cost
23604	Grout Culvert Joint	LF	1,384	x	70.00	= \$	96,880
12746	24" Reinforced Concrete Pipe Trenchless Culvert Installation		244		1,500.00	= \$	366,000
131201	Temporary Creek Diversions	LS	1	x	200,000.00	= \$	200,000
150809	Remove Culvert	LF	1,064	x	20.00	= \$	21,280
153213	Remove Concrete (Structure)	CY	240	x	350.00	= \$	84,000
155213	Cleaning, Inspecting, and Preparing Culvert (LF)	LF	1,680	x	60.00	= \$	100,800
710384	24" Cured In Place Pipeliner	LF	323	x	250.00	= \$	80,750
710394	48" Cured In Place Pipeliner	LF	525	x	500.00	= \$	262,500
710396	54" Cured In Place Pipeliner	LF	726	x	600.00	= \$	435,600
710398	66" Cured In Place Pipeliner	LF	820	x	700.00	= \$	574,000
510092	Structural Concrete, Headwall	CY	4		2,800.00	= \$	11,200
510094	Structural Concrete, Drainage Inlet	CY	8		2,800.00	= \$	22,400
511130	Inject Crack (Epoxy)	LF	467	x	70.00	= \$	32,690
600013	Repair Spalled Surface Area	SF	354	x	345.00	= \$	122,130
650018	24" Reinforced Concrete Pipe	LF	239	x	350.00	= \$	83,650
650026	36" Reinforced Concrete Pipe	LF	356	x	500.00	= \$	178,000
690124	24" Corrugated steel pipe downdrain (.109" Thick)	LF	209	x	700.00	= \$	146,300
690034	48" Reinforced Concrete Pipe	LF	400	x	450.00	= \$	180,000
665048	48" Corrugated Steel Pipe	LF	20	x	1,400.00	= \$	28,000
665055	60" Corrugated Steel Pipe	LF	40	x	1,500.00	= \$	60,000
700617	Drainage Inlet Marker	EA	5		350.00	= \$	1,750
705015	24" Steel Flared End Section	EA	2		1,100.00	= \$	2,200
705206	24" Concrete Flared End Section	EA	5		2,300.00	= \$	11,500
705210	36" Concrete Flared End Section	EA	1		3,200.00	= \$	3,200
710102	Abandon Culvert	LF	353	x	100.00	= \$	35,300
710167	Remove Flared End Sections	EA	6	x	500.00	= \$	3,000
710150	Remove Inlet	EA	2	x	1,500.00	= \$	3,000
710310	24" Alternative Pipeliner	LF	200		300.00	= \$	60,000
710362	Contact Grouting	CY	127	x	4,000.00	= \$	508,000
710366	Concrete Invert Paving	CY	231	x	850.00	= \$	196,350
710368	Culvert Slurry - Cement Backfill	CY	125		350.00	= \$	43,750
750001	Miscellaneous Iron and Steel	LB	1,145	x	4.00	= \$	4,580
721015	Rock Slope Protection (Light, Method B)	CY	69	x	440.00	= \$	30,360
520107	Bar Reinforcing Steel (Culvert)	LB	14,269	x	8.00	= \$	114,152
721XXX	Concrete (Liner)	CY	104		700.00	= \$	72,800
XXXXXX	PVC Coated Liner	LB	5,200	x	8.00	= \$	41,600
XXXXXX	Welded Steel Pipeliner	LF	324		1,500.00	= \$	486,000
26020X	Class 2 Aggregate Base	CY		x		= \$	-
15312X	Remove Concrete	CY		x		= \$	-
							\$ 4,703,800
TOTAL DRAINAGE ITEMS							

Supplemental Work for Drainage

066063	Fill Culvert Voids	LS	0.0%	x		= \$	-
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price (\$)		Cost
080050	Progress Schedule (Critical Path Method)	LS		x		= \$	-
582001	Sound Wall (Masonry Block)	SQFT		x		= \$	-
510530	Minor Concrete (Wall)	CY		x		= \$	-
15325X	Remove Sound Wall	LF/LS		x		= \$	-
070030	Lead Compliance Plan	LS	1	x	2,500.00	= \$	2,500
141120	Treated Wood Waste	LB		x		= \$	-
153221	Remove Concrete Barrier	LF		x		= \$	-
150662	Remove Metal Beam Guard Railing	LF		x		= \$	-
150668	Remove Flared End Section	EA		x		= \$	-
800060	Fence (Type WM)	LF	92		60.00	= \$	5,520
800102	Temporary Fence (Type WM)	LF	60		40.00	= \$	2,400
803040	Remove Fence (Type WM)	LF	92	x	10.00	= \$	920
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		= \$	-
832005	Midwest Guardrail System	LF	1,020	x	60.00	= \$	61,200
839301	Single Thrie Beam Barrier	LF		x		= \$	-
839310	Double Thrie Beam Barrier	LF		x		= \$	-
839752	Remove Guardrail	LF	1,180	x	10.00	= \$	11,800
597601	Prepare and Stain Concrete	SQFT		x		= \$	-
839561	Rail Tensioning Assembly	EA		x		= \$	-
839521	Cable Railing	LF	125	x	60.00	= \$	7,500
839584	Terminal System	EA	4	x	4,500.00	= \$	18,000
							\$ 109,900
XXXXXX	Some Item	Unit		x		= \$	-
TOTAL SPECIALTY ITEMS							

PROJECT COST ESTIMATE

EA: 05-1K520 PID: 0518000216

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
13XXXXX	Biological Mitigation (Fish Passage, Wildlife Crossing, Revegetation and ESA)	LS	1 x	270,000.00 = \$ 270,000
130670	Temporary Reinforced Silt Fence	LF	x	= \$ -
13XXXXX	Temporary Fence (TypeESA) (6) @ 500 LF=\$24,000 (11) @ 1,000 LF=\$88,000 (4) @ 2,000 LF=\$64,000	LF	22,000 x	8.00 = \$ 176,000
Subtotal Environmental Mitigation				\$ 446,000

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX	Replacement Planting (Road Job)	LS	1 x	20,000.00 = \$ 20,000
20XXXX		LS	0 x	0.00 = \$ -
20XXXX	Follow up Planting Project Mitigation & Restoration (Capital) (3 yr, 750 WDs)	LS	1 x	1,250,000.00 = \$ 1,250,000
20XXXX	Painting Various Count/Lighting Element (1 CMS)	LS	1 x	20,000.00 = \$ 20,000
204XXX	Plant Establishment (1 year)	LS	1 x	30,000.00 = \$ 30,000
20XXXX	Follow-up Landscape Project	LS	x	= \$ -
150685	Remove Irrigation Facility	LS	x	= \$ -
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS	x	= \$ -
206400	Check and Test Existing Irrigation Facilities	LS	x	= \$ -
21011X	Imported Topsoil (X)	CY/TON	x	= \$ -
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	= \$ -
200122	Weed Germination	SQYD	x	= \$ -
208304	Water Meter	EA	x	= \$ -
XXXXXX	Tree Removal	EA	103 x	1,000.00 = \$ 103,000
XXXXXX	Tree Trimming (15 locations x 3 Each = 45)	EA	45 x	600.00 = \$ 27,000
XXXXXX	Stain Midwest Guard Railing Aesthetic Treatments	LS	1 x	30,000.00 = \$ 30,000
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$ -
20890X	Extend X" Conduit (Use for Extension of Irrigation x-overs)	LF	x	= \$ -
Subtotal Landscape and Irrigation				\$ 1,480,000

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
210010	Move In/Move Out (Erosion Control)	LS	4 x	1,500 = \$ 6,000
21xxxx	Erosion Control	LS	1 x	80,000 = \$ 80,000
210350	Fiber Rolls	LF	x	= \$ -
210360	Compost Sock	LF	x	= \$ -
210300	Hydromulch	SQFT	x	= \$ -
210420	Straw	SQFT	x	= \$ -
210430	Hydroseed	SQFT	x	= \$ -
210600	Compost	CY	x	= \$ -
210630	Incorporate Materials	SQFT	x	= \$ -
Subtotal Erosion Control				\$ 86,000

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300	Prepare SWPPP	LS	1 x	4,000.00 = \$ 4,000
130200	Prepare WPCP	LS	x	= \$ -
130100	Job Site Management	LS	1 x	8,000.00 = \$ 8,000
130330	Storm Water Annual Report	EA	2 x	2,000.00 = \$ 4,000
130310	Rain Event Action Plan (REAP)	EA	19 x	500.00 = \$ 9,500
130320	Storm Water Sampling and Analysis Day	EA	8 x	500.00 = \$ 4,000
130520	Temporary Hydraulic Mulch	SQYD	29,000 x	1.00 = \$ 29,000
130550	Temporary Hydroseed	SQYD	x	= \$ -
130505	Move-In/Move-Out (Temporary Erosion Control)	EA	x	= \$ -
130640	Temporary Fiber Roll	LF	13,070 x	3.50 = \$ 45,745
130900	Temporary Concrete Washout	LS	1 x	20,000.00 = \$ 20,000
130710	Temporary Construction Entrance	EA	4 x	4,500.00 = \$ 18,000
130610	Temporary Check Dam	LF	80 x	10.50 = \$ 840
130620	Temporary Drainage Inlet Protection	EA	6 x	240.00 = \$ 1,440
130650	Temporary Gravel Bag Berm	LF	100	16.00 = \$ 1,600
130730	Street Sweeping	LS	x	= \$ -
130660	Temporary Large Sediment Barrier	LF	600 x	14.00 = \$ 8,400
Subtotal NPDES				\$ 154,525

TOTAL ENVIRONMENTAL	\$ 2,166,600
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Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS	1 x	0.00 = \$ -
066596	Additional Water Pollution Control**	LS	1 x	0.00 = \$ -
066597	Storm Water Sampling and Analysis***	LS	x	= \$ -
Subtotal Supplemental Work for NPDES				\$ -

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

PROJECT COST ESTIMATE

EA: 05-1K520 PID: 0518000216

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code	Unit	Quantity	Unit Price (\$)	Cost
860460	Lighting and Sign Illumination	LS	x	= \$ -
860201	Signal and Lighting	LS	x	= \$ -
860990	Closed Circuit Television System	LS	x	= \$ -
86110X	Ramp Metering System (Location X)	LS	x	= \$ -
860925	Traffic Monitoring Station (County)	EA	2 x 37,000.00	= \$ 74,000
5602XX	Furnish Sign Structure (Type X)	LB	x	= \$ -
5602XX	Install Sign Structure (Type X)	LB	x	= \$ -
498040	XX" CIDHC Pile (Sign Foundation)	LF	x	= \$ -
86080X	Inductive Loop Detectors	EA/LS	x	= \$ -
8609XX	CMS(520) - \$110,000 Not including foundation and sign structure (\$90,000 = foundation, sign structure)	LS	1 x 200,000.00	= \$ 200,000
15075X	Remove Sign Structure	EA/LS	x	= \$ -
151581	Reconstruct Sign Structure	EA	x	= \$ -
152641	Modify Sign Structure	EA	x	= \$ -
860090	Maintain Existing Traffic Management System Eler	LS	x	= \$ -
86XXXX	Fiber Optic Conduit System	LS	x	= \$ -
Subtotal Traffic Electrical				\$ 274,000

6B - Traffic Signing and Striping

Item code	Unit	Quantity	Unit Price (\$)	Cost
566011	Roadside Sign - One Post	EA	x	= \$ -
566012	Roadside Sign - Two Post	EA	x	= \$ -
5602XX	Furnish Sign	SQFT	x	= \$ -
568016	Install Sign Panel on Existing Frame	SQFT	x	= \$ -
150711	Remove Painted Traffic Stripe	LS	1 x 500.00	= \$ 500
141101	Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF	x	= \$ -
150712	Remove Painted Pavement Marking	LS	1 x 500.00	= \$ 500
150742	Remove Roadside Sign	EA	x	= \$ -
152320	Reset Roadside Sign	EA	x	= \$ -
152390	Relocate Roadside Sign	EA	x	= \$ -
82010X	Delineator (Class X)	EA	x	= \$ -
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night	LF	x	= \$ -
846012	Thermoplastic Crosswalk and Pavement Marking (SQFT	x	= \$ -
120090	Construction Area Signs	LS	1 x 30,000.00	= \$ 30,000
84XXXX	Permanent Pavement Delineation	LS	1 x 10,000.00	= \$ 10,000
Subtotal Traffic Signing and Striping				\$ 41,000

6C - Traffic Management Plan

Item code	Unit	Quantity	Unit Price (\$)	Cost
12865X	Portable Changeable Message Signs	EA/LS	1 x \$ 30,000	= \$ 30,000
Subtotal Traffic Management Plan				\$ 30,000

6C - Stage Construction and Traffic Handling

Item code	Unit	Quantity	Unit Price (\$)	Cost
120199	Traffic Plastic Drum	EA	x	= \$ -
12016X	Channelizer (Type X)	EA	x	= \$ -
120120	Type III Barricade	EA	x	= \$ -
129100	Temporary Crash Cushion Module	EA	x	= \$ -
120100	Traffic Control System	LS	1 x 210,000.00	= \$ 210,000
129110	Temporary Crash Cushion	EA	x	= \$ -
129000	Temporary Railing (Type K) Traffic Handling	LS	x	= \$ -
120149	Temporary Pavement Marking (Paint)	SQFT	x	= \$ -
82010X	Delineator (Class X)	EA	x	= \$ -
XXXXXX	Some Item	Unit	x	= \$ -
Subtotal Stage Construction and Traffic Handling				\$ 210,000

TOTAL TRAFFIC ITEMS	\$ 555,000
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PROJECT COST ESTIMATE

EA: 05-1K520 PID: 0518000216

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
190101	Roadway Excavation	CY	x	= \$ -
19801X	Imported Borrow	CY/TON	x	= \$ -
390132	Hot Mix Asphalt (Type A)	TON	x	= \$ -
26020X	Class 2 Aggregate Base	TON/CY	x	= \$ -
250401	Class 4 Aggregate Subbase	CY	x	= \$ -
130620	Temporary Drainage Inlet Protection	EA	x	= \$ -
129000	Temporary Railing (Type K)	LF	x	= \$ -
128601	Temporary Signal System	LS	x	= \$ -
120149	Temporary Pavement Marking (Paint)	SQFT	x	= \$ -
80010X	Temporary Fence (Type X)	LF	x	= \$ -
XXXXXX	Some Item	Unit	x	= \$ -
TOTAL DETOURS				\$ -

SUBTOTAL SECTIONS 1 through 7 \$ 8,064,800

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items 0.0% \$ -

8B - Bike Path Items

Bike Path Items 0.0% \$ -

8C - Other Minor Items

Other Minor Items 5.0% \$ 403,240

Total of Section 1-7 \$ 8,064,800 x 5.0% = \$ 403,240

TOTAL MINOR ITEMS \$ 403,300

SECTIONS 9: MOBILIZATION

Item code	999990	Total Section 1-8	\$ 8,468,100	x	8%	= \$ 677,448
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TOTAL MOBILIZATION \$ 677,500

SECTION 10: SUPPLEMENTAL WORK

Item code	Unit	Quantity	Unit Price (\$)	Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1 x 5,000.00	= \$ 5,000
066094	Value Analysis	LS	x	= \$ -
066070	Maintain Traffic	LS	1 x 148,750.00	= \$ 148,750
066919	Dispute Resolution Board	LS	1 x 7,500.00	= \$ 7,500
066921	Dispute Resolution Advisor	LS	x	= \$ -
066015	Federal Trainee Program	LS	x	= \$ -
066610	Partnering	LS	1 x 20,000.00	= \$ 20,000
066204	Remove Rock and Debris	LS	x	= \$ -
066063	Fill Culvert Voids	LS	5.0% x 4,703,800.00	= \$ 235,190
XXXXXX	ROADSIDE SAFETY	LS	x	= \$ -

Cost of **NPDES** Supplemental Work specified in Section 5D = \$ -

Total Section 1-8 \$ 8,468,100 1% = \$ 84,681

TOTAL SUPPLEMENTAL WORK \$ 501,200

PROJECT COST ESTIMATE

EA: 05-1K520 PID: 0518000216

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
066105	Resident Engineers Office	LS	1	x	384,300.00	=	\$384,300
066063	Traffic Management Plan - Public Information	LS	1	x	11,000.00	=	\$11,000
066901	Water Expenses	LS		x		=	\$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	\$0
066841	Traffic Controller Assembly	LS		x		=	\$0
066840	Traffic Signal Controller Assembly	LS		x		=	\$0
066062	COZEEP Contract	Day	60	x	3,500.00	=	\$210,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	\$0
066065	Tow Truck Service Patrol	LS		x		=	\$0
066916	Annual Construction General Permit Fee	LS	1	x	1,527.00	=	\$1,527
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8			\$ 8,468,100		2%	=	\$ 169,362

TOTAL STATE FURNISHED \$776,200

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$8,468,100 (used to calculate TRO)
 Total Construction Cost (excluding TRO and Contingency) \$10,423,000 (used to check if project is greater than \$5 million excluding contingency)

Estiamted Time-Related Overhead (TRO) Percentage (0% to 10%) = **4%**

Item code		Unit	Quantity		Unit Price (\$)	=	Cost
070018	Time-Related Overhead	WD	250	X	\$1,500	=	\$375,000

TOTAL TIME-RELATED OVERHEAD \$375,000

Note: If the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

SECTION 13: ROADWAY CONTINGENCY

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total Section 1-12 \$ 10,798,000 x **10%** = \$1,079,800

TOTAL CONTINGENCY \$1,079,800

SECTION 14: LANDSCAPE MITIGATION SPLIT OFF PROJECT SUPPORT COST

Capital Support Costs (Child 1) = \$ 1250000 x 100% = \$1,250,000.00
 Capital Support Costs (Child 2) = \$ 125000 x 100% = \$125,000.00

TOTAL SUPPORT COSTS \$1,375,000

II. STRUCTURE ITEMS

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$0		\$0		\$0
COST OF EACH	\$0		\$0		\$0

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$100		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$0
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TOTAL COST OF BUILDINGS	\$0
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Structures Mobilization Percentage	10%	\$0
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Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Structures Contingency Percentage	10%	\$0
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TOTAL COST OF STRUCTURES	\$0
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Estimate Prepared By: _____
 XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

_____ Date

PROJECT COST ESTIMATE

EA: 05-1K520 PID: 0518000216

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way data sheet.

A)	A1) Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees		\$	114,375
	A2) SB-1210		\$	
B)	Acquisition of Offsite Mitigation		\$	156,950
C)	C1) Utility Relocation (State Share)		\$	0
	C2) Potholing (Design Phase)		\$	0
D)	Railroad Acquisition		\$	
E)	Clearance / Demolition		\$	
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)		\$	
G)	Title and Escrow		\$	15,363
H)	Environmental Review		\$	
I)	Condemnation Settlements	<u>0%</u>	\$	
J)	Design Appreciation Factor	<u>0%</u>	\$	
K)	Utility Relocation (Construction Cost)		\$	

L)

TOTAL RIGHT OF WAY ESTIMATE	\$286,688
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M)

TOTAL R/W ESTIMATE: Escalated	\$316,073
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N)

RIGHT OF WAY SUPPORT	\$0
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Support Cost Estimate Prepared By _____ Project Coordinator¹ _____ Phone _____

Utility Estimate Prepared By _____ Utility Coordinator² _____ Phone _____

R/W Acquisition Estimate Prepared By _____ Right of Way Estimator³ _____ Phone _____

Note: Items G & H applied to items A + B

¹ When estimate has Support Costs only

² When estimate has Utility Relocation

³ When R/W Acquisition is required

Attachment D

(Right of Way Data Sheet)

Memorandum**To:** Sherri Martin**Date:** 11/15/2022**File:** CD 05 EA 1K520 **Alt** 1REV1**Attn:** Brian Fuller**Co** SB **RTE** 154**From:** Department of Transportation
Division of Right of Way Central Region**DESCRIPTION:****Rehabilitate (16) drainage systems, install
(2) Transportation Management Systems
(TMS)
elements and repave the Rancho Cielo****Subject:** RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 10/22

The following assumptions and limiting conditions were identified:**Parcels**

Temporary Construction Easement's (TCE's) based on 1.922 years (23.06 months) as represented by M410 of 5/21/24 and M600 of 4/23/26. Permanent Easements are valued at 90% of fee, whereas, TCEs are valued at a 10% return on the fee value for the specified duration. 5 parcels fall below

Nominal amount. Nominal amount (\$2,500) utilized for estimate purposes. Easement Costs include \$14,000 for Incentive Program.

Utility

The Right of Way Data Sheet request from Design states that a Utility permit search has been completed, Utility involvement and/or relocation is not required, potholing is not required, verifications have been completed and there is USA Lands involvement. Avoid and protect in place all existing, unaffected, buried, and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

Right of Way Lead Time will require a minimum 16 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by:



MARTIN MILLER
Senior Right of Way Agent
(805)549-3577

Page 1 of 4

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):

The proposed project is at various spot locations on State Route 154 in Santa Barbara County from PM 0.0 to PM 32.84. The project proposes to rehabilitate 17 drainage systems, install 2 Transportation Management Systems (TMS) elements, and repave Rancho Cielo (Cold Spring) Vista Point parking lot. Right of way needs include 7 permanent and 8 temporary acquisitions across 13 parcels, of which 6 parcels are US Forest lands and 1 is Santa Barbara Country lands. Estimate is at market value, although it is recognized the Federal parcels will typically be handled by Special Use Permit requiring upwards of \$10,000+ in fees in lieu market value and County lands would be handled by Encroachment Permit. Some minor improvements potentially impacted, mostly fencing.

General Description of Utility Involvement:

Highway 154 is considered both conventional highway and expressway throughout the project limits changing intermittently. The project proposes to rehabilitate 17 drainage systems, install 2 Transportation Management (TMS) elements, and repave the Rancho Cielo Vista Point Parking Lot.

General Description of Railroad Involvement:

No railroad facilities will be affected.

Right Of Way Cost Estimate	Current Year	Contingency Rate	Escalation Rate	Escalated Year
	2022	25%	5%	2024
Acquisition:	\$114,375	25%	5%	\$126,098
Mitigation:	\$156,950	25%	5%	\$173,037
State Share of Utilities:	\$0	25%	5%	\$0
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$15,363	25%	5%	\$16,937
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$286,688			\$316,073

If RW Cost Est fields are blank, Costs = \$0

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 16

Estimated Pothole Date:

Cost Break Down		Parcel Data	
Pot Hole	0	# of Parcel Type X:	0
# Pot Holes	0	# of Parcel Type A: less than \$10,000 non-complex	11
Mitigation		# of Parcel Type B: more than \$10,000 non-complex	2
Land	0	# of Parcel Type C: complex, special valuation	0
Bank	0	# of Parcel Type D: most complex/time consuming	0
Permit Fees	125,560	Totals:	13
Parcel Area		# of Excess Parcels:	0
Total R/W Required:	196372	# of Duals Needed:	0
Total Excess Area:	0	Totals:	0

Misc R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

RR Involvement

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	No
Estimated Lead-time:	0 mos.

Utilities

<u>0</u> Companies to be potholed
<u>12</u> Companies for Verification
Companies for Utility Relocations
JUA/CCUAs are not needed

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

of single family: # of muliti-family: # of business/nonprofit: # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

Data for evaluation provided by:

Estimator:	David Adams	11/14/2022
Railroad Liaison Agent:	Patrick Mason	10/28/2022
Utility Relocation Coordinator:	Landon Nagata	11/1/2022

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

Date November 15, 2022
 ENTERED PMCS 10/27/2022
 BY: Ginger Allison


 MARSHALL GARCIA
 Office Chief, Central Region Right of Way

Attachment E

(Initial Study with Mitigated Negative Declaration and NEPA Categorical Exclusion)

State Route 154 Drainage Rehabilitation Project

Multiple culvert locations along State Route 154 in Santa Barbara County

05-SB-154-0.0/32.84

Project ID: 0518000216

Project EA: 05-1K520

State Clearinghouse Number: 2022050438

Initial Study with Mitigated Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

March 2023



General Information About This Document

Document prepared by: Geramaldi, Associate Environmental Planner

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration for the proposed project located in Santa Barbara County, California. Caltrans is the lead agency under the National Environmental Policy Act and the lead agency under the California Environmental Quality Act. 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.

The draft Initial Study was circulated to the public for review and comment for 30 days between May 20, 2022 and June 17, 2022. Comments received during this period are included in Appendix B. Elsewhere, language has been added throughout the document to indicate where a change has been made to the text of the document since the circulation of the draft Initial Study. Minor editorial changes and clarifications have not been so indicated.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Matthew Fowler, Environmental Planning, 50 Higuera Street, San Luis Obispo, California 93401; 805-779-0793 (Voice), use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

State Clearinghouse Number: 2022050438
05-SB-154-0.0/32.84
Project ID: 0518000216
Project EA: 05-1K520

Repair and replace existing culverts on State Route 154
from post miles 0.0 to 32.84 in Santa Barbara County

**INITIAL STUDY
with Mitigated Negative Declaration**

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

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



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

3/21/23

Date

The following individual can be contacted for more information about this document:

Matthew Fowler, Environmental Branch Chief
50 Higuera Street
San Luis Obispo, California 93401
805-779-0793
matt.c.fowler@dot.ca.gov

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2022050438

District-County-Route-Post Mile: 05-SB-154-0.0/32.84

EA Number: 05-1K520

Project ID Number: 0518000216

Project Description

The California Department of Transportation (Caltrans) proposes to rehabilitate existing drainage systems on State Route 154 in Santa Barbara County from post miles 0.0 to 32.84. The project will rehabilitate several storm drain culverts, which will be either repaired or replaced. At some culvert outlets, rock slope protection will be added where none currently exists. The project will also rehabilitate the Rancho Cielo (Cold Springs) Vista Point on State Route 154 by providing a hot mix asphalt overlay to the existing driveway and parking lot. Project activities will involve vegetation clearing, vegetation replanting, temporary construction access, temporary construction staging sites, temporary traffic control, pavement repaving and pavement restriping. State Route 154 is a rural two-lane conventional highway and expressway, with one lane of travel in each direction and occasional passing lanes, turn pockets and pullouts. State Route 154 crosses the Santa Ynez Valley and the Santa Ynez Mountains, from Los Olivos to Santa Barbara.

Determination

An Initial Study has been prepared by Caltrans, District 5.

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

The project will have no effect on agriculture and forest resources, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, and utilities and service systems.

In addition, the project will have less than significant effects to aesthetic resources, air quality, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and wildfire.

With the following mitigation measures incorporated, the project will have a less than significant impact to biological resources:

- Compensatory mitigation will be included as part of the project for natural communities and regional habitats of concern impacted by the project. Compensatory mitigation will be at a ratio of 1 to 1 (acreage) for temporary impacts and a ratio of 3 to 1 (acreage) for permanent impacts. Replacement plantings will include appropriate native plant species, an appropriate plant establishment period, and monitoring to ensure success.
- The project will revegetate upland habitats impacted by the project, replacing trees at a ratio of at least 3 to 1, and seeding ground disturbance areas with native grasses and forbs.

Jason Wilkinson

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

3/21/23

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration, is the lead agency under the National Environmental Policy Act (known as NEPA). Caltrans is also the lead agency under the California Environmental Quality Act (known as CEQA).

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 U.S. Code 327, for more than 5 years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (Public Law 112-141), signed by President Barack Obama on July 6, 2012, amended 23 U.S. Code 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, Caltrans entered into a Memorandum of Understanding pursuant to 23 U.S. Code 327 (NEPA Assignment MOU) with the Federal Highway Administration. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on May 27, 2022, for a term of 10 years. In summary, Caltrans continues to assume Federal Highway Administration responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, the Federal Highway Administration assigned and Caltrans assumed all of the U.S. Department of Transportation Secretary’s responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance projects off of the State Highway System within the State of California, except for certain categorical exclusions that Federal Highway Administration assigned to Caltrans under the 23 U.S. Code 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

State Route 154 in Santa Barbara County is a rural, curving two-lane conventional highway and expressway. The route has one lane of travel in each direction, with occasional passing lanes, turn pockets and pullouts. State Route 154 crosses the Santa Ynez Valley and the Santa Ynez Mountains, connecting the community of Los Olivos in the north with the city of Santa Barbara in the south. This route is an alternative and connector route to U.S. Route 101.

Caltrans proposes to rehabilitate existing drainage structures, add traffic monitoring systems, and repair pavement on State Route 154 from post miles 0.0 to 32.84. Project activities will occur at multiple work locations along State Route 154. See Figure 1-1, Project Vicinity Map, and Figure 1-2, Project Location Map, for the project limits and work locations. More detailed mapping for is provided in Appendix F, *Preliminary Project Layouts*.

Figure 1-1 Project Vicinity Map

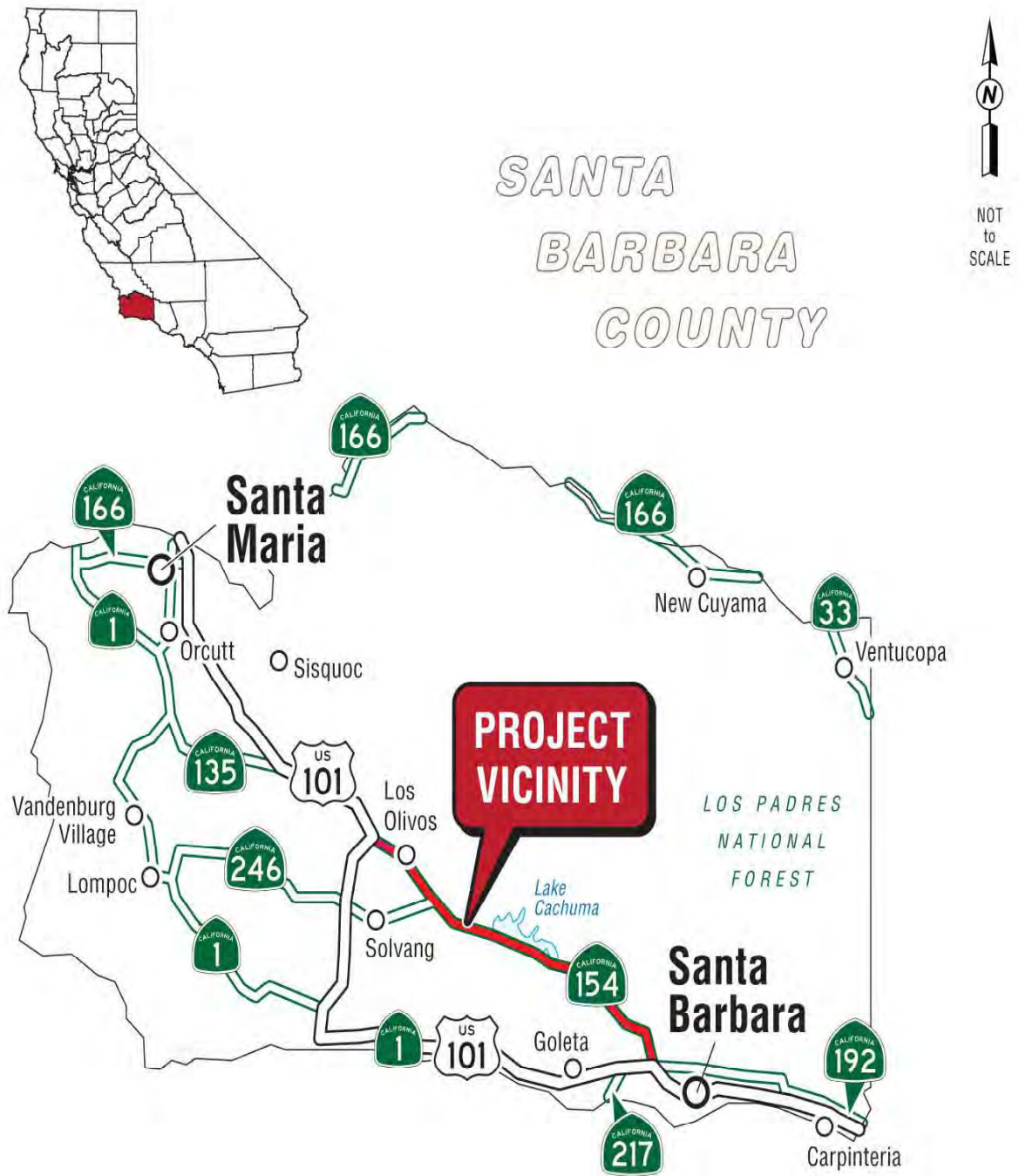
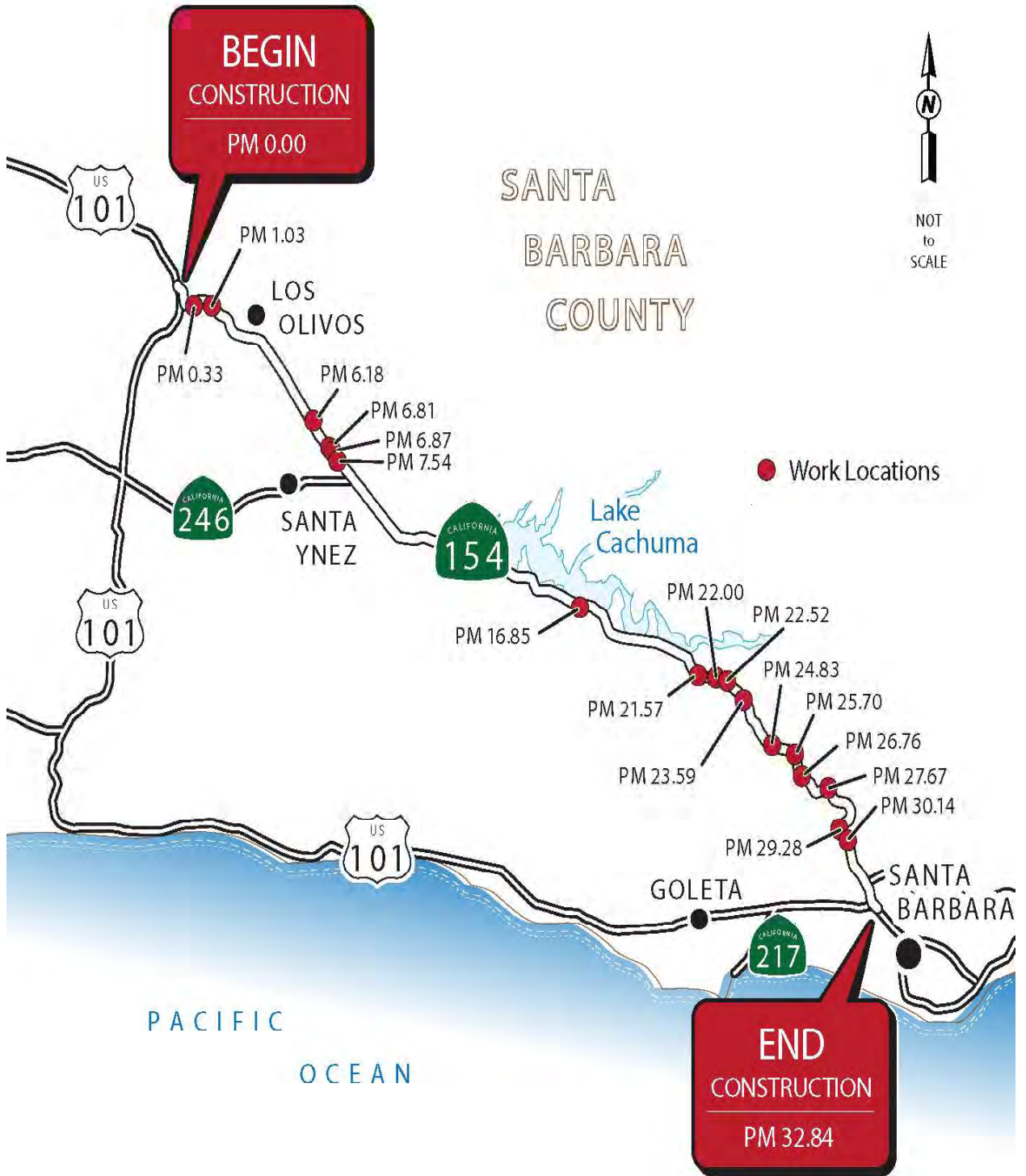


Figure 1-2 Project Location Map



The project is programmed in the 2020 State Highway Operation and Protection Program and is eligible for Federal Aid funding. The total current estimated cost for the project was updated since the circulation of the draft Initial Study. Since the circulation of the draft Initial Study, the estimates for the project cost and construction schedule have been refined. The total current estimated cost for the project has been updated to approximately \$15,300,000, while the total escalated estimated cost is approximately \$16,800,000. Project construction is anticipated to start around November 2025, with construction completion anticipated around December 2026.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to improve assets in poor condition by restoring damaged culverts, improving traffic monitoring, and extending the service life of existing pavement.

1.2.2 Need

Drainage System Reports from the Caltrans Culvert Inspection Program recommend the repair or replacement of damaged culverts that are in poor condition due to corrosion, deformation, or perforation, or that are in an overall state of deterioration having the potential to result in roadway or embankment failure. Existing traffic management systems need improving, requiring the installation of additional traffic management systems to better collect traffic data and provide traffic information to the traveling public. The existing pavement at the Rancho Cielo (Cold Springs) Vista Point is exhibiting distress and, if left uncorrected, will continue to deteriorate.

1.3 Project Description

This section describes the project alternatives developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. There are two alternatives under consideration for this project: a Build Alternative and a No-Build Alternative. Project alternatives are further discussed in Section 1.4, *Project Alternatives*.

The project is in Santa Barbara County on State Route 154 and runs from post mile 0.0 at the interchange of U.S. Route 101 and State Route 154 near Los Olivos to post mile 32.84 at the interchange of U.S. Route 101 and State Route 154 in the city of Santa Barbara. The project spans approximately 33 miles, the entire length of State Route 154. Preliminary layouts showing the project limits and all project-related work and the associated locations are presented in Appendix F.

Since the circulation of the draft Initial Study, the project construction duration has been refined and is estimated to take approximately 250 working days, over a period of one year.

1.3.1 Culvert Improvements

Since the circulation of the draft Initial Study, the number of drainage systems included in the project has been reduced by two systems. The project will repair or replace 16 drainage systems at various locations on State Route 154 to improve drainage functionality and longevity as well as protect the roadway and embankments from potential culvert failures. Culvert sizes vary from 18 inches to 125 inches in diameter, and culvert lengths vary from 36 feet to 780 feet long. The existing culvert condition, location and surrounding terrain will determine which repair or replacement method is most appropriate. It is anticipated that culverts with a diameter of 18 inches will be replaced with 24-inch-diameter culverts, while all other culverts replaced will match existing diameters. The project will also install rock slope protection at seven culvert outlet locations to improve drainage conditions.

Since the circulation of the draft Initial Study, the anticipated temporary and permanent easements required for the project have been refined and the following discussion has been updated. Permanent drainage easements and/or right-of-way acquisitions will be required for existing culverts located outside of the Caltrans right-of-way. In addition, temporary construction easements will be required due to terrain conditions to access existing culverts.

The project will construct temporary access roads at certain culvert locations. Temporary access roads will result in direct temporary disturbance to 10 properties adjacent to culvert work locations. The following list identifies the properties (identified by their nine-digit Accessor's Parcel Number) where temporary access roads are required, along with the approximate level of disturbance:

- 1) 141-130-023: Approximately 0.14 acre of disturbance.
- 2) 145-160-075: Approximately 0.02 acre of disturbance.
- 3) 153-010-025: Approximately 0.27 acre of disturbance.
- 4) 153-010-026: Approximately 0.04 acre of disturbance.
- 5) 153-010-028: Approximately 0.12 acre of disturbance.
- 6) 153-160-024: Approximately 0.08 acre of disturbance.
- 7) 153-290-004: Approximately 0.04 acre of disturbance.
- 8) 153-330-024: Approximately 0.04 acre of disturbance.
- 9) 153-340-030: Approximately 0.11 acre of disturbance.
- 10) 153-380-001: Approximately 0.03 acre of disturbance.

The anticipated limits of disturbance for each property are shown in Appendix F, *Preliminary Project Layouts*.

Since the circulation of the draft Initial Study, the anticipated drainage easements required for the project have been refined and the following discussion has been updated. The project will require permanent drainage easements from two properties for additional culvert access and associated features. New culvert features will be added to existing culvert structures. The following list identifies the properties (identified by their nine-digit Accessor's Parcel Number) where drainage easements are required, along with the approximate required acreage:

- 1) 153-340-027: Approximately 0.03 acre of drainage easement
- 2) 153-340-030: Approximately 0.07 acre of drainage easement

Culvert replacement and repair work will require the use of construction equipment, pavement work, drainage easements access, temporary construction easements, temporary access routes, temporary staging sites, temporary traffic control, vegetation clearing, and vegetation restoration. The project will minimize traffic disruptions by staging work activities in a manner that will ensure temporary traffic control (lane closures, shoulder closures, flagging, etc.) are limited to one location at a time.

Since the circulation of the draft Initial Study, the project now proposes to implement night work for culvert-related work at suitable locations. Night work will be implemented to help minimize temporary traffic disruptions caused by construction activities and is expected to occur between the hours of 6:00 p.m. and 6:00 a.m. Temporary lane closures implemented during night work will follow Caltrans traffic control standards and will be included in the project's construction details. The following culvert locations will require approximately 3-5 days of night work: at post mile 0.33, 1.03, 23.59, 24.83, 29.28 and 30.14. The following culvert locations will require approximately 10 days of night work: at post mile 22.51, 25.70, and 26.76. These culvert locations have limited space and access for construction operations. The culvert at post mile 27.67 will require approximately 25 days of night work. This culvert is located at the bottom of a ravine, with very limited space and access for construction operations. The project could potentially involve 70 to 90 days of night work for all culvert related activities. Specific details and schedules associated with potential nightwork will be refined during the Design phase of the project, with further refinements occurring during project construction as necessary.

1.3.2 Traffic Monitoring

To better inform the traveling public, the project will install traffic management systems that include a changeable message sign and a census station on State Route 154. Since the circulation of the draft Initial Study, one census

station is planned rather than several traffic count stations. The changeable message sign will be used to inform southbound travelers on State Route 154. The census station will be used to collect traffic information and conditions on State Route 154. The traffic management systems will be installed within the Caltrans right-of-way, and no construction activities related to their installation will encroach on any adjacent properties. Installation of traffic management systems will require the use of construction equipment, pavement work, temporary staging sites, temporary traffic control, trenching, excavations, vegetation clearing, and vegetation restoration. The project will install traffic management systems at one location at a time to minimize traffic disruptions.

1.3.3 Pavement Restoration

Pavement at the Rancho Cielo (Cold Springs) Vista Point needs reconditioning. The existing pavement shows signs of wear and deterioration and, if left untreated, will continue to deteriorate. Culvert work will also occur at the vista point at the same time as the pavement restoration. Vegetation clearing or removal is not anticipated for the repaving work. Pavement restoration will involve use of construction equipment, pavement work, temporary staging sites, temporary closure, and temporary traffic control.

Parking and Americans with Disabilities Act markings at the vista point will be restored upon completion of all paving operations. The existing interpretive signs and exhibits at the vista point will be protected during pavement restoration work and will not be modified or altered by the project.

1.4 Project Alternatives

Two alternatives are under consideration for the project: a Build Alternative and a No-Build Alternative.

The Build Alternative under consideration was developed by an interdisciplinary team. Several criteria were considered when evaluating the alternatives for the project, including the project's purpose and need, cost, design, construction strategies, and environmental impacts.

1.4.1 Build Alternative

The Build Alternative meets the purpose and need of the project by addressing the deterioration of the existing culverts and the existing pavement, while also providing additional traffic information to the traveling public with the traffic monitoring improvements.

Under the Build Alternative, the project will result in temporary and permanent impacts to environmental resources. Temporary impacts will result from the various construction activities required to complete the project. Permanent

impacts will result from the construction of new highway and drainage features. All temporary and permanent impacts associated with the project are anticipated to occur within temporary work locations associated with the project.

Culvert Improvements

Since the circulation of the draft Initial Study, the number of drainage systems included in the project has been reduced by two systems for a total of 16 systems to be rehabilitated or replaced. The following section has been refined accordingly. The Build Alternative will involve work on several existing culvert segments as part of 16 drainage systems. This alternative will include a combination of culvert replacement and culvert repair based on the specific culvert conditions. Culvert replacement will involve the cut-and-cover method; culvert repair will involve cured-in-place pipe (also known as CIPP), slip lining or grout methods. At eight culvert outlet locations, rock slope protection will be added to improve drainage conditions. At one culvert location, the existing culvert will be abandoned in-place and a new culvert will be installed alongside of the existing one. All other culvert work will occur on existing culvert locations.

Below is a list of approximate post mile locations for each culvert site and the anticipated culvert work:

- 1) 0.33 – Replace two culvert segments, located south of the U.S. Route 101 and State Route 154 interchange.
- 2) 1.03 – Replace the existing culvert and install rock slope protection.
- 3) 6.81 – Repair and replace portions of the existing culvert.
- 4) 6.87 – Repair and replace portions of the existing culverts and install rock slope protection, located south of the Meadowvale Road intersection.
- 5) 7.54 – Repair and replace portions of the existing culverts, located north of the State Route 246 and State Route 154 interchange.
- 6) 16.85 – Repair the existing culvert.
- 7) 21.57 – Repair and replace portions of the existing culvert, located at Paradise Road intersection.
- 8) 22.00 – Repair and replace portions of the existing culvert, located south of the Paradise Road intersection.
- 9) 22.51 – Replace and repair portions of the existing culvert and install rock slope protection, located at the Rancho Cielo (Cold Springs) Vista Point.
- 10) 23.59 – Repair the existing culvert and install rock slope protection, located south of Stagecoach Road.

- 11) 24.83 – Replace the existing culvert and install rock slope protection, located south of East Camino Cielo.
- 12) 25.70 – Repair the existing culvert and install rock slope protection, located south of Hidden Valley Road.
- 13) 26.76 – Repair the existing culvert, located south of Painted Cave Road.
- 14) 27.67 – Repair the existing culvert.
- 15) 29.28 – Replace the existing culvert and install rock slope protection, located north of San Antonio Creek Road.
- 16) 30.14. – Replace the existing culvert and install rock slope protection, located south of San Antonio Creek Road.

This alternative will not install any new culverts at any new locations within the project limits.

Traffic Monitoring

The Build Alternative will install a new changeable message sign at a new location. Since the circulation of the draft Initial Study, the following information has been refined. The changeable message sign will be installed at postmile 6.18 in Los Olivos, just south of the intersection of State Route 154 and Edison Street. The Build Alternative will also replace a census station, which will include traffic sensors, solar power stations and control boxes. The census station will be at post mile 24.80 near East Camino Cielo.

In the draft environmental document, the project had included the installation of a census station at post mile 0.10 at the interchange of U.S. Route 101 and State Route 154. However, this census station was installed as part of an emergency order prior to the completion of this final environmental document and is no longer part of this project.

Pavement Preservation

The Build Alternative will place 0.2-foot of hot mix asphalt overlay to repave the existing pavement at the Rancho Cielo (Cold Springs) Vista Point, located at post mile 22.51 on State Route 154. Only existing paved areas will receive the new overlay. The Build Alternative will also replace the existing asphalt curbs with new asphalt curbs and restore pavement markings and striping to match existing conditions.

Since the circulation of the draft Initial Study, it was determined that additional working days will be required to complete all construction activities within the vista point. Pavement related work is anticipated to take about 5 to 10 working days to complete. However, the pavement related work will not start until the culvert related work is completed. Culvert related work at the vista point is anticipated to take up to 10 days to complete. It is anticipated that the

vista point will be temporarily closed to the public for approximately 15 to 20 working days within a period of about 2 to 3 weeks.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the project. These measures are listed later in this chapter under Section 1.6, *Standard Measures Included in All Build Alternatives*.

1.4.2 No-Build (No-Action) Alternative

Under the No-Build Alternative, no work will occur on the project and therefore the project will not result in any temporary or permanent impacts to environmental resources. However, the No-Build Alternative will not address the purpose and need of the project. With the No-Build Alternative, existing culvert and pavement conditions will continue to worsen, and no improved traffic information systems will be added.

Culvert Improvements

With the No-Build Alternative, the project will not modify, replace, repair, or take any actions to address any issues on the existing 16 drainage systems. This alternative will not address the potential risk for roadway and/or embankment failures on State Route 154 as a result of culvert damage and/or culvert deterioration.

Traffic Monitoring

With the No-Build Alternative, no new changeable message sign or traffic census station will be installed on the project. This alternative will not contribute to the improvement of traffic monitoring or provide additional traffic information to the traveling public.

Pavement Preservation

With the No-Build Alternative, no pavement work, repair, or modifications will occur to address any issue on the existing pavement at the vista point. This alternative will not prevent further deterioration of the existing pavement.

1.5 Identification of a Preferred Alternative

A Build Alternative and a No-Build Alternative were considered for the project. After public circulation of the Initial Study with Proposed Mitigated Negative Declaration, the Caltrans Project Development Team for the project reviewed both alternatives. After the review was completed, the Project Development Team identified the Build Alternative as the preferred alternative for the project. Identification of the preferred alternative was based on considerations of the project's purpose and need, its effects on the environmental resources, public

comments received on the project, properties affected, anticipated construction schedule, and anticipated construction methods. The Build Alternative was determined to be the preferred approach to address the project's purpose and need to restore damaged culverts, improve traffic monitoring and extend service life of existing pavement. Although the Build Alternative will result in permanent and temporary impacts to environmental resources, with the implementation of the included avoidance, minimization and mitigation measures, the project is not anticipated to result in significant impacts on environmental resources.

1.6 Standard Measures Included in All Build Alternatives

The project will include standard measures typically used on all Caltrans projects. Caltrans standard measures are considered features of the project and are evaluated as part of the project. Caltrans standard measures are not implemented to address any specific effects, impacts or circumstances associated with the project, but are instead implemented as part of the project's design to address common issues encountered on projects. Caltrans standard measures are implemented with strict guidelines, just as other Caltrans standard requirements. The measures listed below are related to environmental resources and are applicable to the project. These measures can be found in Caltrans 2018 Standard Specifications document. A copy of the full document can be found at the following link:

<https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications>

- 7-1 Legal Relations and Responsibility to the Public
- 10-4 Water Usage
- 10-5 Dust Control
- 10-6 Watering
- 12-1 Temporary Traffic Control
- 12-3 Temporary Traffic Control Devices
- 12-4 Traffic Control Systems
- 13-1 Water Pollution Control
- 13-2 Water Pollution Control Program
- 13-3 Stormwater Pollution Prevention Plan
- 13-4 Job Site Management
- 13-6 Temporary Sediment Control
- 13-7 Temporary Tracking Control
- 13-10 Temporary Linear Sediment Barriers

- 14-1 Environmental Stewardship
- 14-2 Cultural Resources
- 14-6 Biological Resources
- 14-8 Noise and Vibration
- 14-9 Air Quality
- 14-10 Solid Waste Disposal and Recycling
- 14-11 Hazardous Waste and Contamination
- 14-12 Other Agency Regulatory Requirements
- 17-2 Clearing and Grubbing
- 18-1 Dust Palliatives
- 20-1 Landscape
- 20-3 Planting
- 20-4 Plant Establishment Work
- 21-2 Erosion Control Work
- 36-4 Residue Containing Lead from Paint and Thermoplastics
- 84-9 Removing Existing Marking

Prior to project construction, the project will also prepare the following plans, which may include additional project-specific measures:

- Transportation Management Plan
- Mitigation and Monitoring Plan
- Stormwater Pollution Prevention Plan

1.7 Discussion of the NEPA Categorical Exclusion

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

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for the project. These applications will be submitted after the project has been approved, and Caltrans will obtain the permits, licenses, agreements, and certifications prior to the start of project construction:

- U.S. Army Corps of Engineers: Section 404 Nationwide Permit.
- Regional Water Quality Control Boards: Section 401 Water Quality Certification.
- California Department of Fish and Wildlife: Section 1602 Streambed Alteration Agreement.
- California Transportation Commission: Project funding approval would occur after the Final Project Report is approved.

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Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

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

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

2.1.1 Aesthetics

Considering the information in the updated Visual Impact Assessment dated January 23, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

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

Affected Environment

The project is on State Route 154 in Santa Barbara County. State Route 154 is an Officially Designated State Scenic Highway within the project limits. The route crosses the Santa Ynez Valley and the Santa Ynez Mountains, connecting the community of Los Olivos with the city of Santa Barbara.

State Route 154, also known as the Cachuma Pass, is a rural two-lane conventional highway and expressway with occasional passing lanes, turn pockets and pullouts. The terrain through the project limits varies from rolling hills to mountain ranges that include valleys, ravines, and steep ridgelines. Throughout the region, vegetation sets the visual character, with vegetative cover consisting of mostly chaparrals, oaks, sycamores, willows, and alders. Along much of State Route 154, the topography and density of the existing roadside vegetation block long-range views to and from the highway.

Environmental Consequences

Project elements related to traffic monitoring systems, new paving and replacement guardrails will be noticeable to the traveling public. These freshly installed human-made elements will create a more utilitarian appearance and add a degree of visual clutter to the setting. The temporary loss of vegetation as a result of required vegetation clearing for project construction will also be noticeable in the area. The combination of new human-made elements and temporary loss of vegetation will cause a minor reduction of the rural character and visual quality in the immediate project area. The project will include specific measures to minimize the noticeability of individual project-related elements and the potential reduction of visual composition within the project limits.

Avoidance, Minimization, and/or Mitigation Measures

The potential for aesthetic or visual impacts to the environment as a result of the project is anticipated to be less than significant. In addition, the project will implement the following measures to further reduce potential impacts to aesthetic and visual resources.

VIS 1: Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible will be used.

VIS 2: Revegetate all disturbed areas with native plant species appropriate to each work location.

VIS 3: Replacement planting will include aesthetic considerations as well as inherent biological goals. Revegetation will include native trees and plants determined by the Caltrans Biologist and Caltrans District 5 Landscape Architecture. Revegetation will occur at the maximum extent horticulturally viable and be maintained until established.

VIS 4: All visible concrete drainage elements including but not limited to headwalls, drain inlet aprons, etc. will be colored to blend with the surroundings and reduce reflectivity. The specific colors of these concrete elements will be determined by Caltrans District 5 Landscape Architecture.

VIS 5: All visible metal components related to down-drains and inlets, including but not limited to flared end sections, connectors, anchorage systems, safety cable systems, etc. will be darkened or colored to blend with the surroundings and reduce reflectivity. The specific color will be determined by Caltrans District 5 Landscape Architecture.

VIS 6: All visible rock slope protection will be placed in natural-appearing shapes rather than in geometric patterns to the greatest extent possible to reduce its engineered appearance.

VIS 7: Following placement of rock slope protection, the visible rock will be colored to blend with the surroundings and reduce reflectivity. The specific color will be determined by Caltrans District 5 Landscape Architecture.

VIS 8: Metal roadside elements including but not limited to guardrail, guardrail transitions, and end treatments will be stained or darkened to be visually compatible with the rural setting. The color will be determined and approved by District 5 Landscape Architecture.

VIS 9: If vegetation control under guardrail is deemed necessary, then a natural material such as shale will be used. The selection of the vegetation control material will be determined and approved by District 5 Landscape Architecture.

VIS 10: The changeable message sign, including but not limited to frames, poles, truss systems, catwalks, ladders, and associated hardware, will be painted or otherwise colored to visually recede into the setting. Coloring will also include the front and side frames and back panel of the electronic sign panel itself. The color will be determined and approved in conjunction with District 5 Landscape Architecture.

VIS 11: Following construction, re-grade, and re-contour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

2.1.2 Agriculture and Forest 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.

Based on the Santa Barbara County Land Use Designation and Zoning Map online tool, segments of State Route 154 are adjacent to properties zoned for agricultural uses. Although agricultural properties are found adjacent to State Route 154, the project is not anticipated to affect adjacent agricultural properties or affect the existing functions of adjacent agricultural properties. Based on the Cal Fire Hub online tool, no timber operations have been identified near State Route 154.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

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

Considering the information in the updated Air Quality, Greenhouse Gas, Noise and Water Quality Technical Assessment Memo dated February 13, 2023, the following significance determinations have been made:

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

Affected Environment

State Route 154 crosses a relatively rural region of Santa Barbara County, which falls within the South Central Coast Air Basin. Air quality in the region is regulated by the Santa Barbara Air Pollution Control District.

Santa Barbara County is non-attainment for California Ambient Air Quality Standards for airborne particulate matter less than 10 microns in diameter. The county is in attainment for California ozone standards, airborne particulate matter less than 2.5 microns, and carbon monoxide.

Santa Barbara County is in attainment for all federal air quality standards, and no conformity requirements are applicable to the project.

Environmental Consequences

The project will not result in long-term impacts to air quality because the project will not alter the existing capacity of State Route 154.

Temporary construction-related activities are expected to generate some aerial pollutants, emissions and/or odors that can be noticeable or cause inconvenience to sensitive receptors and/or people in proximity of the work location. Construction activities and the operation of construction equipment will be the main contributor to aerial pollutants, emissions and/or odors. Currently, the project work locations are not near areas with large concentrations of sensitive receptors or people.

Temporary construction-related activities and operation of construction equipment are not expected to cause substantial or adverse impacts to air quality because these actions will occur for a relatively short duration and on a relatively small scale. Also, the project will include Caltrans standard measures associated with minimizing impacts to air quality. The project is expected to help reduce future vehicle and equipment emission by reducing the frequency of preventive and scheduled maintenance operations on the culverts.

Avoidance, Minimization, and/or Mitigation Measures

The potential for air quality impacts generated by project construction activities is expected to be less than significant. In addition, the following measure will be implemented to further reduce potential impacts to air quality:

AIR 1: All applicable Caltrans Standard Measures and strategies for Air Quality, Emissions Reductions, Dust Control and Dust Palliative will be implemented during project construction.

2.1.4 Biological Resources

Considering the information in the updated Natural Environment Study dated March 15, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact with Mitigation Incorporated
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact with Mitigation Incorporated
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	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?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Affected Environment

The Natural Environment Study established a Biological Study Area, which includes the areas that may be directly, indirectly, temporarily, or permanently affected by project construction and construction-related activities along with any existing habitats near the project's construction site. The Biological Study Area includes 16 different locations along a stretch of about 30 miles on State Route 154 where restorations of culverts, installation of transportation management systems and vista point overlays will occur. The Biological Study Area was expanded at some locations to include adjacent habitats to ensure the Natural Environment Study evaluated all potential project-related effects on biological resources.

Environments found within the Biological Study Area range from relatively flat open grasslands to steep mountainous slopes. Land use in the region is mostly open space, forestry, and rural agricultural. Large portions of the Biological Study Area are within the Los Padres National Forest. The Biological Study Area contains both natural features and human-made developments. Much of the Biological Study Area contains roadways, vista points, residential areas, recreational areas, and agricultural properties.

Natural Communities

The natural communities identified within the Biological Study Area include annual non-native grasslands, valley oak savanna, coast live oak woodland, California sycamore woodland, willow woodland, mulefat thickets, coastal scrub, chaparral, streams/other waters, and ruderal.

Annual non-native grassland occurs mostly in the lower elevations and is dominated by grasses not originally native to California but that have become common. Annual wildflowers are also present in localized patches. There are approximately 5.18 acres of annual non-native grassland in the Biological Study Area.

Since the circulation of the draft Initial Study, the estimated affected environment have been refined. Currently there are approximately 6.10 acres of annual non-native grasslands within the Biological Study Area.

Valley oak savanna are grasslands that are sparsely populated, mostly by oak trees, and includes some shrubs. These grasslands are found only near post mile 1.03 in an area of approximately 0.13 acre.

Coast live oak woodland is dominated by coast live oaks and is found throughout the Biological Study Area, totaling approximately 5.70 acres.

Since the circulation of the draft Initial Study, the estimated affected environment have been refined. Currently there are approximately 6.26 acres of coast live oak woodland within the Biological Study Area.

California sycamore woodland is a riparian community that borders several streams within the Biological Study Area. The California sycamore is the dominant tree but can be found intermixed with other trees. California sycamore woodland in the Biological Study Area totals about 1.11 acres.

Since the circulation of the draft Initial Study, the estimated affected environment have been refined. Currently there are approximately 1.24 acres of California sycamore woodland within the Biological Study Area.

Willow woodland is a riparian community often found near water, with willow trees being the common dominant plant. Willow woodland occurs around post mile 21.57 in an area of approximately 0.57 acre.

Since the circulation of the draft Initial Study, the estimated affected environment have been refined. Currently there are approximately 0.08 acre of willow woodland within the Biological Study Area.

Mulefat thickets occur near post mile 16.85 in an area of approximately 0.8 acre. At this location, mulefat is the dominate plant species and very few other plant varieties are found.

Coastal scrub areas are dominated by black sage or California buckwheat, but other brushes and scrubs can be found intermixed. Coastal scrub is found within the Biological Study Area, totaling approximately 8.92 acres.

Since the circulation of the draft Initial Study, the estimated affected environment have been refined. Currently there are approximately 8.1 acres of coastal scrub within the Biological Study Area.

Chaparral areas are a commonly found upland community in the region. In the Biological Study Area, they are found on dry, steep slopes and their composition varies by location. Chaparral communities are found within the Biological Study Area and total approximately 17.53 acres.

Since the circulation of the draft Initial Study, the estimated affected environment has been refined. Currently there are approximately 18.03 acres of chaparral within the Biological Study Area.

Streams/other waters are generally areas that are unvegetated bodies of water. Most of the streams/other waters found within the Biological Study Area are intermittent or seasonal and do not contain water all year. The streams/other waters communities are under the jurisdiction of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife. Within the Biological Study Area are other waters, but no wetlands, subject to U.S. Army Corps of Engineers jurisdiction. Regional Water Quality Control Board jurisdiction is equal to California Department of Fish and Wildlife jurisdiction, which encompasses rivers, streams, and lakes. A total of approximately 0.48 acre of potential U.S. Army

Corps of Engineers and Regional Water Quality Control Board jurisdictional other waters of the United States and California Department of Fish and Wildlife streambed were identified within the Biological Study Area.

Since the circulation of the draft Initial Study, the estimated affected environment has been refined. Currently there are approximately 0.54 acre of potential U.S. Army Corps of Engineers and Regional Water Quality Control Board jurisdictional other waters of the United States and California Department of Fish and Wildlife streambed identified within the Biological Study Area.

A total of approximately 0.06 acre of jurisdictional lakebed subject to U.S. Army Corps of Engineers and Regional Water Quality Control Board jurisdiction was identified within the Biological Study Area. Approximately 2.42 acres of potential Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional riparian zones were identified within the Biological Study Area.

Ruderal areas are dominated by weedy species that are also often non-native. Ruderal areas are found in much of the Biological Study Area, concentrated along the paved edges of State Route 154 and are often regularly disturbed by roadway maintenance and vehicle traffic. Ruderal areas cover approximately 2.80 acres of the Biological Study Area.

Since the circulation of the draft Initial Study, the estimated affected environment has been refined. Currently there are approximately 2.75 acres of ruderal areas in the Biological Study Area.

Regional Habitats of Concern

Within the region are six documented regional habitats of concern that are considered sensitive: California sycamore woodlands, Southern California steelhead stream, southern coastal salt marsh, southern cottonwood willow riparian forest, southern vernal pool, and southern willow scrub. These six habitats of concern include federal and state sensitive habitats.

California sycamore woodlands are found within the Biological Study Area and are discussed further in this section. The remaining five habitats of concern are either not expected to be encountered within the Biological Study Area or are not expected to be disturbed by the project and are not discussed further in this document.

Migration and Travel Corridors

Three Biological Study Area locations—at post miles 22.0, 22.51 and 23.59—are mapped by the California Essential Habitat Connectivity Project and are part of the Santa Ynez Mountain East natural landscape block. These three locations are also Ranked 5 in the Terrestrial Connectivity Areas of Conservation Emphasis, which means they are considered irreplaceable and

essential. Of these, the 66-inch reinforced concrete pipe culvert at post mile 22.0 may be accessible to wildlife that might attempt to move through a 588-foot-long culvert. Currently, the last 200 feet of this culvert is filled with sediment and debris. The other three culverts are not likely suitable for wildlife because they are either damaged or clogged, have a small opening ranging from 24 inches to 36 inches in diameter, or are as long as 780 linear feet.

Lake Cachuma and the Bradbury Dam are a complete fish passage barrier to all culvert locations upstream. Locations within the Biological Study Area that drain to the ocean on the Santa Barbara Coastal watershed were assessed as too steep and several also had the presence of natural complete barriers downstream. Therefore, the Biological Study Area does not provide suitable habitat for migrating southern California steelhead Distinct Population Segment.

Designated Critical Habitat

Critical habitat for the California red-legged frog (*Rana draytonii*) is found at four Biological Study Area locations: post miles 21.57, 22.0, 22.51 and 23.59. These locations support aquatic breeding habitat, aquatic non-breeding habitat, upland habitat, and dispersal habitat for California red-legged frogs.

Critical habitat for Southern California steelhead trout (*Oncorhynchus mykiss irideus*) extends up to the downstream end of the culvert at post mile 27.67 in Maria Ygnacio Creek. However, a Fish Passage Habitat Assessment conducted for the location determined that the downstream gradient is too steep and the presence of a 25-foot bedrock waterfall downstream acts as a natural barrier, both of which suggest that the culvert at post mile 27.67 is not a potential location for Southern California steelhead trout critical habitat.

No federally designated critical habitat for federally listed plant species occurs within the Biological Study Area.

Invasive Species

A total of 53 invasive plant species were found in the project area and within the Biological Study Area. Seven of the invasive plant species are rated as “high,” 25 invasive plant species are rated as “moderate,” and 21 invasive plant species are rated “limited” by the California Invasive Plant Council Database invasiveness rating. The distribution of invasive plant species is scattered throughout the Biological Study Area and is most prevalent in ruderal and disturbed areas along the edges of State Route 154.

The following invasive plant species were found in the Biological Study Area: Australian saltbush (*Atriplex semibaccata*), slender wild oat (*Avena barbata*), wild oat (*Avena fatua*), false brome (*Brachypodium distachyon*), black mustard (*Brassica nigra*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), red brome (*Bromus rubens*), Italian thistle (*Carduus pycnocephalus*), tocalote (*Centaurea melitensis*), yellow star thistle

(*Centaurea solstitialis*), skeleton weed (*Chondrilla juncea*), bull thistle (*Cirsium vulgare*), poison hemlock (*Conium maculatum*), jubata grass (*Cortaderia jubata*), cotoneaster (*Cotoneaster pannosus*), veldt grass (*Ehrharta calycina*), Medusa head (*Elymus caput-medusae*), coastal heron's bill (*Erodium cicutarium*), river gum (*Eucalyptus camaldulensis*), blue gum (*Eucalyptus globulosa*), rattail fescue (*Festuca myuros*), Italian rye grass (*Festuca perennis*), fennel (*Foeniculum vulgare*), African daisy (*Gazania linearis*), French broom (*Genista monspessulana*), cutleaf geranium (*Geranium dissectum*), crown daisy (*Glebionis coronaria*), wild mustard (*Hirschfeldia incana*), foxtail barley (*Hordeum murinum*), smooth cat's ear (*Hypochaeris glabra*), privet (*Ligustrum lucidum*), hyssop loosestrife (*Lythrum hyssopifolia*), horehound (*Marrubium vulgare*), California bur clover (*Medicago polymorpha*), crystalline iceplant (*Mesembryanthemum crystallinum*), tree tobacco (*Nicotiana glauca*), Bermuda buttercup (*Oxalis pes-caprae*), fountain grass (*Pennisetum setaceum*), Canary Island palm (*Phoenix canariensis*), English plantain (*Plantago lanceolata*), castor bean (*Ricinus communis*), sheep's sorrel (*Rumex acetosella*), curly dock (*Rumex crispus*), Russian thistle (*Salsola tragus*), pepper tree (*Schinus mole*), milk thistle (*Silybum marianum*), London rocket (*Sisymbrium irio*), Spanish broom (*Spartium junceum*), smilo grass (*Stipa miliacea*), puncture vine (*Tribulus terrestris*), rose clover (*Trifolium hirtum*), and Mexican fan palm (*Washingtonia robusta*).

Regional Plant Species of Concern

Within the project area are 30 documented special-status plant species, which include federal and state listed plants.

The following 11 federal and state listed special-status plant species are not expected to be found within the Biological Study Area due to lack of potential habitat and are not discussed further in this document: marsh sandwort (*Arenaria paludicola*), Miles' milk-vetch (*Astragalus didymocarpus* var. *milesianus*), southern tarplant (*Centromadia parryi* ssp. *australis*), salt marsh bird's-beak (*Cordylanthus maritimus* ssp. *maritimus*), seaside bird's-beak (*Cordylanthus rigidus* ssp. *littoralis*), Contra Costa goldfields (*Lasthenia conjugens*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), pale-yellow layia (*Layia heterotricha*), Gambel's watercress (*Rorippa gambellii*), estuary seablite (*Suaeda esteroa*), and Sonoran maiden fern (*Thelypteris puberula* var. *sonorensis*).

The following 17 federal and state listed special-status plant species have potential habitat present within the Biological Study Area but were not detected during appropriately timed surveys. These special-status plant species are not expected to be affected by the project and are not discussed further in this document: Hoover's bent grass (*Agrostis hooveri*), Refugio manzanita (*Arctostaphylos refugioensis*), Coulter's saltbush (*Atriplex coulteri*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), late-flowered mariposa-lily (*Calochortus fimbriatus*), Santa Barbara jewel flower (*Caulanthus amplexicaulis*

var. barbarae), umbrella larkspur (*Delphinium umbracolorum*), Ojai fritillary (*Fritillaria ojaiensis*), mesa horkelia (*Horkelia cuneata var. puberula*), Santa Lucia dwarf rush (*Juncus luciensis*), white-veined monardella (*Monardella hypoleuca ssp. hypoleuca*), southern curly-leaved monardella (*Monardella sinuata ssp. sinuata*), Mexican earthmoss (*Pleuridium mexicanum*), Hoffmann's bitter gooseberry (*Ribes amarum var. hoffmannii*), black-flowered figwort (*Scrophularia atrata*), chaparral ragwort (*Senecio aphanactis*), and Santa Ynez false lupine (*Thermopsis macrophylla*).

Two state listed special-status plants species have suitable habitat present within the Biological Study Area and were found during appropriately timed surveys: Santa Barbara honeysuckle (*Lonicera subspicata var. subspicata*) and Plummer's baccharis (*Baccharis plummerae ssp. plummerae*). Further discussion of these special-status plant species is found below.

Santa Barbara Honeysuckle and Plummer's Baccharis

Santa Barbara honeysuckle is described by the California Rare Plant Rank as a species of limited distribution and not very endangered in California. Plummer's baccharis is described by the California Rare Plant Rank as a species that is considered fairly endangered in California. These two plant species are discussed together because typically they occur in the same chaparral and coastal scrub habitats within the same Biological Study Area locations. Santa Barbara honeysuckle occupies approximately 1.17 acres within the Biological Study Area. Plummer's baccharis occupies approximately 0.36 acre within the Biological Study Area.

Regional Animal Species of Concern

Within the project area are 40 documented special-status animal species, which include federal and state listed animals.

The following 18 federal and state listed special-status animal species are not expected to be encountered within the Biological Study Area due to lack of potential habitat and are not discussed further in this document: California tiger salamander (Santa Barbara County DPS) (*Ambystoma californiense* pop. 2), foothill yellow-legged frog (*Rana boylei*), marbled murrelet (*Brachyramphus marmoratus*), western snowy plover (*Charadrius alexandrinus nivosus*), white-tailed kite (*Elanus leucurus*), southwestern willow flycatcher (*Empidonax traillii extimus*), California condor (*Gymnogyps californianus*), Belding's savanna sparrow (*Passerculus sandwichensis beldingi*), California brown pelican (*Pelecanus occidentalis californicus*), light-footed Ridgway's rail (*Rallus obsoletus levipes*), bank swallow (*Riparia riparia*), California least tern (*Stemula antillarum browni*), least Bell's vireo (*Vireo bellii pusillus*), tidewater goby (*Eucyclogobius newberryi*), arroyo chub (*Gilia orcuttii*), steelhead trout – Southern California DPS (*Oncorhynchus mykiss irideus* pop. 10), vernal pool fairy shrimp (*Branchinecta lynchi*), and monarch butterfly (*Danaus plexippus*).

The following six federal and state listed special-status animal species have potential habitat present within the Biological Study Area but were not detected during appropriately timed surveys: tricolored blackbird (*Agelaius tricolor*), golden eagle (*Aquila chrysaetos*), burrowing owl (*Athene cunicularia*), bald eagle (*Haliaeetus leucocephalus*), purple martin (*Progne subis*), and Crotch bumble bee (*Bombus crotchii*). These special-status animal species are not expected to be affected by the project and are not discussed further in this document.

Sixteen federal and state listed special-status animal species have suitable habitat present within the Biological Study Area and were either seen during appropriately timed surveys or have the potential to be present during project construction: California red-legged frog (*Rana draytonii*), western spadefoot toad (*Spea hammondi*), Coast Range newt (*Taricha torosa*), Northern California legless lizard (*Anniella pulchra*), western pond turtle (*Emys marmorata*), coast horned lizard (*Phrynosoma blainvillii*), coast patch-nosed snake (*Salvadora hexalepis virgultea*), two-striped gartersnake (*Thamnophis hammondi*), San Diego desert woodrat (*Neotoma lepida intermedia*), American badger (*Taxidea taxus*), grasshopper sparrow (*Ammodramus savannarum*), California spotted owl (*Strix occidentalis occidentalis*), pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), and western red bat (*Lasiurus blossevillii*). Additional discussions of these special-status animal species are found below.

California Red-legged Frog

The California red-legged frog is federally threatened and considered a special species of concern by the California Department of Fish and Wildlife. This frog had historically ranged from Marin County southward to northern Baja California; presently, Monterey, San Luis Obispo and Santa Barbara counties support the largest remaining populations. No protocol surveys were conducted for the California red-legged frog, and the species was not found during biological surveys. However, the Biological Study Area does contain suitable breeding and upland habitat for the frog. There are known occurrence records for the California red-legged frog in the vicinity of the Biological Study Area, so its presence is inferred.

Coast Range Newt, Western Pond Turtle and Two-Striped Garter Snake

The following amphibian and reptile species have been addressed as a group because they have very similar habitat requirements, potential project-related impacts, and anticipated project measures.

The Coast Range newt is considered a California species of special concern. This newt is endemic to California and occurs from sea level to the coastal mountains from Mendocino County to San Diego County. No Coast Range

newts were found during biological surveys, but records indicate the species is present in the region, so its presence is inferred in the Biological Study Area.

The western pond turtle is considered a California species of special concern. Western pond turtles have been present in most Pacific slope drainages between Oregon and Mexico. The turtles live in well-vegetated ponds where water persists year-round. A western pond turtle was seen during biological surveys near post mile 16.85. Suitable breeding habitat is found within Lake Cachuma and in streams within the Biological Study Area.

The two-striped garter snake is considered a California species of special concern and occurs mainly along the Coast Range streams from Monterey south to Baja California. An extremely aquatic species, it uses water for both predation and escape from predators. Its habitat includes perennial and intermittent streams with rocky bottoms and bordered by dense vegetation. No two-striped garter snakes were found during biological surveys, but records indicate that the species is present in the region, so its presence is inferred in the Biological Study Area.

Northern California Legless Lizard, Coast Horned Lizard, Coast Patch-Nosed Snake, and Western Spadefoot Toad

The following amphibian and reptile species have been addressed as a group because they have similar habitat requirements, potential project-related impacts, and anticipated project measures.

The Northern California legless lizard is considered a California species of special concern. This species occurs in oak woodland, chaparral, riparian woodland, oak pine forest, and desert scrub. Most of the time, these lizards are found just beneath the surface, but they have also been found underground at depths of about 2 feet. No Northern California legless lizards were found during biological surveys, but suitable habitat for the species occurs within the Biological Study Area, so its presence is inferred. Northern California legless lizards could be found in loamy soil and leaf litter under coast live oak woodland.

The coast horned lizard is considered a California species of special concern. This species can be found in several habitat types ranging from gravely sandy areas with scattered shrubs, clearings in riparian woodlands, dry uniform chaparral, and annual grasslands. Current populations of the species have severely declined in recent years due to habitat loss and the invasion of Argentine ants. No coast horned lizards were found during biological surveys, but suitable habitat for the species occurs within the Biological Study Area, so its presence is inferred. Coast horned lizards could be found in dry coastal scrubs and chaparral habitats.

The coast patch-nosed snake is considered a California species of special concern. It inhabits semi-arid and brushy areas and chaparral in canyons, rocky hillsides, and plains. No coast patch-nosed snakes were found during

biological surveys, but suitable habitat for the species occurs within the Biological Study Area, so its presence is inferred. Coast patch-nosed snakes could be found in dry coastal scrubs and chaparral habitats.

The western spadefoot toad is considered a California species of special concern. The species occurs throughout the Great Central Valley and associated foothills and through the south Coast Ranges into coastal Southern California. Populations have declined in recent years due to urban and agricultural development of its historically occupied habitat. No western spadefoot toads were found during biological surveys, but suitable habitat for the species occurs within the Biological Study Area, so its presence is inferred. The western spadefoot toad could be found in grassland areas where roadside puddles form during the wet season or where stock ponds are present in the vicinity.

San Diego Desert Woodrat

The San Diego desert woodrat is considered a California species of special concern. It occupies rock outcrops and cactus patches within coastal scrub, chaparral, and desert communities. San Diego desert woodrat nests were found at several locations within the Biological Study Area. Nests in dry coastal scrub habitat may be occupied by the San Diego desert woodrat.

American Badger

The American badger is considered a California species of special concern. Suitable habitat for badgers consists of herbaceous, shrub and other open habitats with dry, friable soils. This species digs burrows for its dens and is generally active during the night and day. Suitable habitat for the American badger exists within the Biological Study Area in open grassland habitat, mostly west of the Santa Ynez Mountain Range. It is unlikely that dens are found near culvert sites or near State Route 154. No potential dens were found within the Biological Study Area during biological surveys, but American badger presence in the region is inferred.

Grasshopper Sparrow, California Spotted Owl, and Other Nesting Birds

The grasshopper sparrow is considered a California species of special concern. The species typically breeds in central and southern coastal California in dense grasslands on rolling hills, in lowland plains, in valleys and on hillsides on lower mountain slopes. The species favors native grasslands with a mix of grasses, forbs and scattered shrubs and is loosely colonial when nesting. Although grasshopper sparrows were not found during biological surveys, suitable habitat is present in grasslands within the Biological Study Area and there is a record of occurrence about a quarter mile south of post mile 30.14.

The California spotted owl is considered a California species of special concern and is on the Sensitive Species list for the Los Padres National Forest. This owl species ranges from the Southern Cascade Range of

Northern California south along the west slope of the Sierra Nevada and in mountains of Central and Southern California nearly to the Mexican border. Although no California spotted owls were found during biological surveys, the Los Padres National Forest has several records of the species occurring near the Biological Study Area, with the nearest record about 1.6 miles southwest.

Other nesting birds are protected by the Migratory Bird Treaty Act and the California Fish and Game Code Section 3503. Numerous other nesting bird species protected by these two regulatory laws have the potential to nest in habitats found within the Biological Study Area. Potential nesting habitat for a variety of bird species occurs in grasslands, shrubs and trees found throughout the Biological Study Area.

Roosting Bats

Roosting bat species are discussed here as a group because they have similar habitat requirements, are impacted similarly by the project activities, and will require similar avoidance and minimization measures. Bats often select roosting sites that are within range of foraging areas. Bats also select roosting sites based on thermal characteristics, predation potential, noise, light levels, and other disturbance levels. Day roosts and maternity roosts are often regarded as the most important for bats. Suitable bat roosting habitat may be present around five culvert locations: post miles 16.85, 22.0, 25.7, 26.76, and 27.67. Although no bats were found during biological surveys, these culverts are of suitable size and have crevices that make them potential roosting sites. Suitable bat roosting habitat may also be present in large trees where cavities, hollows and snags are present.

Environmental Consequences

Natural Communities and Regional Habitats of Concern

The project will result in permanent and temporary impacts to the following natural communities found within the Biological Study Area: annual non-native grasslands, valley oak savanna, coast live oak woodland, California sycamore woodland, willow woodland, mulefat thickets, coastal scrub, chaparral, streams/other waters, and ruderal.

Permanent impacts will result from adding culvert features and installing new rock slope protection at some of the culvert sites, along with installing transportation management systems. Temporary impacts will result from temporary site disturbance associated with the construction process such as vegetation clearing, tree removal, equipment operation, staging sites, access routes, worker traffic, and temporary dewatering or water diversions. Prior to the start of construction activities, each work site will be delineated in the field to minimize the extent of construction disturbance and to protect adjacent natural communities.

Based on the project's anticipated permanent and temporary impacts to natural communities, only the California sycamore woodland community and streams/other waters are of particular interest and are discussed further in this document. The other natural communities are not expected to be significantly affected by the project, so no further considerations or specific measures are required.

Streams/Other Waters

Permanent impacts to jurisdictional waters will result from the installation of new culvert features in the water and new installation of rock slope protection at culvert locations that require it and where existing culvert features or rock slope protections are not already present. A total of approximately 0.007 acre of U.S. Army Corps of Engineers and Regional Water Quality Control Board jurisdictional other waters of the United States and California Department of Fish and Wildlife streambed may be permanently impacted. A total of approximately 0.005 acre of Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional streambank and vegetated riparian habitat may be permanently impacted.

Temporary impacts to jurisdictional features will occur due to activities associated with site construction. A total of approximately 0.47 acre of U.S. Army Corps of Engineers and Regional Water Quality Control Board jurisdictional other waters of the United States and California Department of Fish and Wildlife streambed may be temporarily impacted. A total of approximately 2.33 acres of Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional vegetated riparian habitat may be temporarily impacted.

Since the circulation of the draft Initial Study, temporary impacts to jurisdictional features have been updated. Currently, a total of approximately 0.44 acre of U.S. Army Corps of Engineers and Regional Water Quality Control Board jurisdictional other waters of the United States and California Department of Fish and Wildlife streambed have the potential to be temporarily impacted. Currently, a total of approximately 1.95 acres of Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional vegetated riparian habitat have the potential to be temporarily impacted.

Since the circulation of the draft Initial Study, the Project Development Team identified the potential to implement night work at suitable culvert locations. However, night work will not be implemented at culverts associated with waters designated as federal or state jurisdictional areas.

California Sycamore Woodland

The California sycamore woodland community is considered one of the state's rarer natural communities. It can be found in the riparian zone bordering stream channels within the project site at post mile 25.7 and post mile 27.67. It

is anticipated that the project will result in approximately 0.97 acre of temporary impacts to California sycamore woodland community. Temporary disturbances will likely be the result of temporary construction activities in and around the stream channel. The project is not anticipated to result in any permanent impacts to a California sycamore woodland community.

Migration and Travel Corridors

It is anticipated that construction activities will temporarily deter or disturb wildlife connectivity around the culvert sites. However, as a result of improvements made to the culverts, it is also anticipated that wildlife connectivity at the culvert locations will improve. No specific measures are recommended for migration or travel corridors.

Designated Critical Habitat

The project is anticipated to result in approximately 0.03 acre of permanent impacts and approximately 30.12 acres of temporary impacts to California red-legged frog critical habitat within the Biological Study Area.

Since the circulation of the draft Initial Study, temporary impacts to designated critical habitat have been updated. Currently, the project is anticipated to result in approximately 21.02 acres of temporary impacts to California red-legged frog critical habitat within the Biological Study Area.

The anticipated potential impacts to California red-legged frog critical habitat as a result of the project are expected to be minimal when compared to the existing 145,121 acres of potential California red-legged frog critical habitat found in the surrounding region. All California red-legged frog critical habitat affected by the project will be restored or mitigated. Therefore, the determination of effect under Section 7 of the Federal Endangered Species Act is that the project may affect but is not likely to adversely affect designated critical habitat for California red-legged frogs.

Invasive Species

Ground disturbance and general construction activities have the potential to spread or introduce invasive plant species to the project area. The project has the potential to result in the increase of invasive plant species in the surrounding communities and areas that are not already dominated by invasive plant species. However, the project also proposes an opportunity to reduce the abundance and spread of invasive plant species through restoration plantings, along with avoidance and minimization measures.

Regional Plant Species of Concern

Of the federally listed plant species for the region, the Federal Endangered Species Act Section 7 effects determination is that the project will have no effect on the marsh sandwort, salt marsh bird's-beak, Contra costa goldfields

or Gambel's watercress. No federally designated habitat for federally listed plant species occurs within the Biological Study Area.

Santa Barbara Honeysuckle and Plummer's Baccharis

Project construction activities are anticipated to result in temporary impacts to the Santa Barbara honeysuckle and Plummer's baccharis. No permanent impacts to these special-status plant species are expected. Both species are numerous where they occur within the State Route 154 corridor, and the project is not expected to affect the status of the species.

The project will incorporate appropriate avoidance and minimization measures to protect the Santa Barbara honeysuckle and Plummer's baccharis.

Regional Animal Species of Concern

Of the federally listed animal species for the region, the Federal Endangered Species Act Section 7 effects determination is that the project will have no effect on the Southern California steelhead trout, tidewater goby, vernal pool fairy shrimp, monarch butterfly, California tiger salamander, California condor, California least tern, light-footed clapper rail, marbled murrelet, least Bell's vireo, southwestern willow flycatcher, or western snowy plover. There will be no impacts to federally designated critical habitat for any of these federally listed animal species.

California Red-Legged Frog

Project-related activities that are associated with the construction, repair or maintenance of culverts have the potential to result in the death of individual California red-legged frogs that may be present at the work site. The potential to impact the California red-legged frog is especially likely at work sites where water is present. The potential need to capture and relocate California red-legged frogs from work sites would subject the animals to stresses that could also result in adverse effects, injury, or death.

The Federal Endangered Species Act Section 7 effect determination is that the project may affect and is likely to adversely affect the California red-legged frog. The basis for this determination is that the presence of California red-legged frogs is inferred, and there will be the potential for take of the species as a result of culvert-related work.

The project will incorporate avoidance and minimizations measures specific to the California red-legged frog and will fully mitigate for impacts by mitigation of jurisdictional features and by restoring all upland habitats within the Biological Study Area that have been disturbed by project construction.

Coast Range Newt, Western Pond Turtle and Two-Striped Garter Snake

Potential project-related impacts to the Coast Range newt, western pond turtle and two-striped garter snake are the same as the potential project-

related impacts to the California red-legged frog because these species are often found in the same aquatic habitat.

The project will incorporate appropriate avoidance and minimization measures that are applicable to the Coast Range newt, western pond turtle and two-striped garter snake.

Northern California Legless Lizard, Coast Horned Lizard, Coast Patch-Nosed Snake, and Western Spadefoot Toad

Potential impacts to these reptile and amphibian species (Northern California legless lizard, coast horned lizard, coast patch-nosed snake, and western spadefoot toad) could occur during ground-disturbing activities, such as vegetation removal, grading, excavations, and tree removal, if the work occurs in their respective suitable habitats and if the species are present when the work is conducted.

The project will incorporate appropriate avoidance and minimization measures that are applicable to the Northern California legless lizard, coast horned lizard, coast patch-nosed snake and western spadefoot toad.

San Diego Desert Woodrat

If nests are discovered in suitable coastal scrub habitat during project construction, vegetation removal and site preparations could destroy the nest and potentially result in the death of any San Diego desert woodrat present.

The project will incorporate appropriate avoidance and minimization measures applicable to San Diego desert woodrats.

American Badger

If the American badger is present during construction, the species could be directly impacted by construction activities. The species could be entombed during grading or excavating activities, or otherwise get injured by construction equipment. Noise, light, and other disturbances associated with construction activities could negatively affect foraging and dispersal behaviors if the species is present during construction.

The project will incorporate appropriate avoidance and minimization measures applicable to American badgers.

Grasshopper Sparrow, California Spotted Owl, and Other Nesting Birds

Although no active nests were observed during biological surveys, potential nesting behaviors were observed. Nesting habitat for a variety of bird species occurs throughout the Biological Study Area. Direct impacts to nesting birds could result if vegetation or tree removal occurs during the nesting season. These direct effects could result in the injury or death of nesting birds or harassment that could alter nesting behaviors.

The project will incorporate appropriate avoidance and minimization measures to protect nesting birds.

Roosting Bats

Construction activities at culverts may temporarily displace bats if the culverts were being used as roosting sites. Trees with cavities, hollows and snags that provide potential roosting sites for bats could be lost if these trees are removed for project construction.

The project will incorporate appropriate avoidance and minimization measures to protect roosting bats.

Avoidance, Minimization, and/or Mitigation Measures

Natural Communities and Regional Habitats of Concern

The following avoidance, minimization and mitigation measures will be implemented for the project to reduce potential impacts to natural communities and regional habitats of concerns.

NC 1: Prior to construction, Caltrans will obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife. All permit terms and conditions will be incorporated into construction plans and implemented.

NC 2: Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around jurisdictional features and the dripline of trees to be protected within the project limits. Caltrans-defined environmentally sensitive areas will be noted on design plans and delineated in the field prior to the start of construction activities.

NC 3: Construction activities in jurisdictional waters and temporary stream diversion, if needed, will be timed to occur between June 1 and October 31 in any given year, or as otherwise directed by the regulatory agencies, when the surface water is likely to be dry or at a seasonal minimum. Deviations from this work window will be made only with permission from the relevant regulatory agencies.

NC 4: During construction, all project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor onsite at all times during construction.

NC 5: During construction, erosion control measures will be implemented. Appropriate fencing, fiber rolls, and barriers will be installed as needed between the project site and jurisdictional other waters and riparian habitat. At

a minimum, erosion controls will be maintained by the contractor on a daily basis throughout the construction period.

NC 6: During construction, the staging areas will conform to Best Management Practices. At a minimum, all equipment and vehicles will be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.

NC 7: Stream contours will be restored as close as possible to their original condition.

The following mitigation measure will be implemented for the project to reduce potentially significant impacts to less than significant impacts under CEQA for natural communities and habitats of concern.

NC 8: Compensatory mitigation will be included as part of the project for natural communities and regional habitats of concern impacted by the project. Compensatory mitigation will be at a ratio of 1 to 1 (acreage) for temporary impacts and at a ratio of 3 to 1 (acreage) for permanent impacts.

Replacement plantings will include appropriate native plant species, appropriate plant establishment period, and monitoring to ensure success. Replacement plantings strategy will be detailed in the Caltrans Landscape Planting Plan and Caltrans Mitigation and Monitoring Plan. The Mitigation and Monitoring Plan will include details for mitigation commitments and will be consistent with standards and mitigation commitments from the U.S. Army Corps of Engineers, Regional Water Quality Control Board and California Department of Fish and Wildlife. The Mitigation and Monitoring Plan will be prepared after the project has been approved and a full set of construction plans have been prepared, and will be finalized through the permit review process with regulatory agencies.

Designated Critical Habitat

The avoidance, minimization and mitigation measures described for Natural Communities and Regional Habitats of Concern will also be applicable to designated critical habitat for the California red-legged frog. Additional measures are included to further reduce potential impacts to California red-legged frog designated critical habitat.

CH 1: Habitat elements that need to be removed during construction (such as trees, snags, boulders, rocks, downed trees, or logs) will be salvaged and replaced onsite, as much as feasible.

The following mitigation measure will be implemented for the project to reduce potentially significant impacts to less than significant impacts under CEQA for California red-legged frog designated critical habitat.

CH 2: The project will revegetate uplands, replacing trees at a ratio of at least 3 to 1, and seeding ground disturbance areas with native grasses and forbs.

Invasive Species

The following avoidance and minimization measures will be implemented to reduce potential impacts associated with invasive species.

INV 1: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

INV 2: Only clean fill will be imported. When practicable, invasive exotic plants in the project site will be removed and properly disposed of. Any plant species rated as “High” on the Cal-IPC Invasive Plant Inventory that are removed from the construction site will be taken to a landfill to prevent the spread of invasive species. Inclusion of any species that occurs on the Cal-IPC Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project will be avoided.

INV 3: Construction equipment will be inspected to verify it is clean and weed-free by Caltrans before entering the construction site. If necessary, wash stations onsite will be established for construction equipment under the guidance of Caltrans to avoid/minimize the spread of invasive plants and/or seed within the construction area. If wash stations onsite are infeasible due to the site’s space constraints, construction equipment will be cleaned offsite and then driven only on paved roads to the site.

Regional Plant Species of Concern

Santa Barbara Honeysuckle and Plummer’s Baccharis

The following avoidance and minimization measures will be implemented to reduce potential impacts to special-status plant species and are applicable for the Santa Barbara honeysuckle and Plummer’s baccharis.

SPS 1: Access to the construction areas will be limited to the minimum necessary to accomplish the work.

SPS 2: An environmentally sensitive area will be established onsite and maintained in areas where these special-status plant species occur.

SPS 3: In areas where impacts cannot be avoided, the contractor must first consider cutting vegetation only to ground level and avoid grubbing. This will allow the Santa Barbara honeysuckle and Plummer’s baccharis to easily re-establish after construction. If grading or grubbing is required, seeds and topsoil free of noxious weeds will be collected and used for re-seeding the temporarily disturbed areas where these species occur.

Regional Animal Species of Concern

California Red-Legged Frog

The project qualifies for Federal Endangered Species Act incidental take coverage under the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program. The following measures are the applicable measures from the Programmatic Biological Opinion that will be implemented to reduce potential impacts to the California red-legged frog.

RLF 1: Only a U.S. Fish and Wildlife Service-approved biologist shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs. Biologists authorized under this Programmatic Biological Opinion do not need to re-submit their qualifications for subsequent projects conducted pursuant to this Programmatic Biological Opinion unless the U.S. Fish and Wildlife Service has revoked their approval at any time during the life of this Programmatic Biological Opinion.

RLF 2: Ground disturbance will not begin until written approval is received from the U.S. Fish and Wildlife Service that the biologist is qualified to conduct the work, unless the individual(s) has/have been approved previously and the U.S. Fish and Wildlife Service has not revoked that approval.

RLF 3: A U.S. Fish and Wildlife Service-approved biologist shall survey the project site no more than 48 hours before the onset of work activities. If found, the U.S. Fish and Wildlife Service-approved biologist shall relocate the California red-legged frog the shortest distance possible to a location that contains suitable habitat and that will not be affected by the activities associated with the project. The relocation site shall be in the same drainage to the extent practicable.

RLF 4: Before any activities begin on a project, a U.S. Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished.

RLF 5: A U.S. Fish and Wildlife Service-approved biologist shall be present at the project site until all California red-legged frogs have been removed, workers have been instructed, and initial disturbance of habitat has been completed. If work is stopped because California red-legged frogs will be affected in a manner not anticipated by Caltrans and the U.S. Fish and Wildlife Service during review of the proposed action, the Resident Engineer will be notified immediately. When work is stopped, the U.S. Fish and Wildlife Service shall be notified as soon as possible.

RLF 6: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of at the end of each work week. Following construction, all trash and debris shall be removed from work areas.

RLF 7: All refueling, maintenance and staging of non-stationary equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and not in a location from where a spill could drain directly toward aquatic habitat. If stationary equipment must be refueled within 60 feet of riparian habitat or water bodies, secondary containment Best Management Practices shall be implemented. The Caltrans biologist shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, Caltrans shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

RLF 8: Habitat contours shall be returned to a natural configuration at the end of the project activities. This measure shall be implemented in all areas disturbed by activities associated with culvert repair/replacement and drainage improvements, unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible, or modification of original contours will benefit the California red-legged frog.

RLF 9: The number of access routes, size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally sensitive areas shall be established to confine access routes and construction areas to the minimum area necessary to complete construction, and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

RLF 10: Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog will be minimal. For example, work that would affect large pools that may support breeding will be avoided, to the maximum degree practicable, during the breeding season (November through May).

RLF 11: To control sedimentation during and after project completion, Caltrans shall implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act received for the project.

RLF 12: If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction

activities, any diversions or barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon completion of the project.

RLF 13: Unless approved by the U.S. Fish and Wildlife Service, water shall not be impounded in a manner that may attract California red-legged frogs.

RLF 14: Project sites shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants shall be controlled to the maximum extent practicable.

RLF 15: Caltrans shall not use herbicides as the primary method to control invasive, exotic plants.

RLF 16: Upon completion of the project, Caltrans shall ensure that a Project Completion Report is completed and provided to the U.S. Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion.

Coast Range Newt, Western Pond Turtle and Two-Striped Garter Snake

The measures included for California red-legged frogs are also applicable to reduce potential impacts to the Coast Range newt, western pond turtle and two-striped garter snake. Additional measures are included to further reduce potential impacts to these species.

NTS 1: A Caltrans-approved biologist will survey the project site no more than 48 hours before the onset of work activities in drainages for the Coast Range newt and western pond turtle. If found, the biologist shall relocate the species the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site will be in the same drainage to the extent practicable.

NTS 2: Before any project activities begin, a Caltrans-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the Coast Range newt and western pond turtle and their habitat, the specific measures that are being implemented to conserve these species for the current project, and the boundaries within which the project may be accomplished.

Northern California Legless Lizard, Coast Horned Lizard, Coast Patch-Nosed Snake, and Western Spadefoot Toad

The following avoidance and minimization measures will be included for the coast horned lizard, coast patch-nosed snake and western spadefoot toad to reduce potential impacts to these species.

LST 1: Prior to construction, a qualified biologist will survey the area of potential effect and, if present, capture and relocate any western spadefoot toads, coast horned lizards, coast patch-nosed snakes to the nearest suitable habitat outside of the area of potential effect. Observations of Species of Special Concern or other special-status species will be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.

LST 2: The project plans will delineate environmentally sensitive areas to minimize impacts to sensitive areas and species by limiting access to the minimum required for construction within the area of potential effect. No vehicle access within the environmentally sensitive areas will be permitted.

LST 3: Prior to construction, Caltrans will acquire a Streambed Alteration Agreement from the California Department of Fish and Wildlife pursuant to Fish and Game Code Section 1600 et seq. and will incorporate any additional measures relating to these species not otherwise addressed in the Natural Environment Study.

The following additional avoidance and minimization measures will be included for the Northern California legless lizard:

CLL 1: A qualified biologist will conduct preconstruction surveys for legless lizards no more than 48 hours before initial ground disturbance proposed within coast live oak woodlands and/or prior to tree removal. Where feasible, this survey will include systematic subsurface searching (raking suitable habitat) because legless lizards are fossorial.

CLL 2: If any legless lizards are discovered during preconstruction surveys, they will be relocated to a nearby area with suitable habitat similar to where they were discovered. Also, if legless lizards are discovered during preconstruction surveys, a qualified biologist will be present during oak tree removal to safely relocate any legless lizards that could be uncovered during tree removal.

San Diego Desert Woodrat

The following avoidance and minimization measures will be included for the San Diego desert woodrat to reduce potential impacts to the species.

WR 1: Prior to implementation of proposed project activities, a preconstruction visual survey will be conducted within suitable San Diego desert woodrat habitat in the area of potential effect to determine the presence or absence of woodrat nests.

WR 2: If woodrat nests are located during this survey, avoid them, and establish an environmentally sensitive area with a 25-foot buffer around each to the extent feasible.

WR 3: To the extent feasible, project activities requiring grading or vegetation removal within the 25-foot protective buffer should occur only during the non-breeding season (October 1 to December 31) to avoid noise impacts to any breeding woodrats that may occupy the nest from January through September.

WR 4: If project activities cannot avoid impacting or removing the nest, then it should be dismantled by hand prior to grading or vegetation removal activities. The dismantling will occur during the non-breeding season (October 1 to December 31) and will be conducted so that the nest material is removed starting on the side where most impacts will occur and ending on the side where the most habitat will be undisturbed, which will allow for any woodrats in the nest to escape into adjacent undisturbed habitat.

WR 5: If young are encountered during nest dismantling, the dismantling activity should be stopped and the material replaced back on the nest and the nest should be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified biologist); once the young can fend for themselves, the nest dismantling can continue.

WR 6: Prior to construction, Caltrans will acquire a Streambed Alteration Agreement from the California Department of Fish and Wildlife pursuant to Fish and Game Code Section 1600 et seq. and will incorporate any additional measures relating to this species not otherwise addressed in the Natural Environment Study.

American Badger

The following avoidance and minimization measures will be included for the American badger to reduce potential impacts to the species.

AMB 1: No less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities, a qualified biologist will conduct a survey to determine if any American badger dens are present at the project site. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, will be monitored for 3 days with tracking medium and/or camera traps to determine the current use. If no American badger activity is observed during this period, the den will be destroyed immediately to preclude subsequent use. If American badger activity is observed at the den during this period, the den will be monitored for at least 5 consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity. Only when the den is determined to be unoccupied will the den be excavated under the direction of the biologist. No disturbance of active dens will take place when cubs may be present and dependent on parental care.

AMB 2: Any observations of occupied badger dens or American badgers within the project area will be reported to the California Department of Fish and Wildlife by the project biologist.

AMB 3: No rodent control pesticides will be used, including anticoagulant rodenticides such as brodifacoum, bromadiolone, difethialone, and difenacoum. This is necessary to minimize the possibility of primary or secondary poisoning of an American badger or other special-status species.

Grasshopper Sparrow, California Spotted Owl, and Other Nesting Birds

The following measures apply to all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code and are applicable to reduce potential impacts to the grasshopper sparrow and California spotted owl.

BRD 1: Prior to construction, vegetation removal will be scheduled to occur from September 2 to January 31, outside of the typical nesting bird season, if possible, to avoid potential impacts to nesting birds. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 1), a nesting bird survey will be conducted by a biologist determined qualified by Caltrans no more than 10 calendar days prior to construction. If an active nest is found, Caltrans will implement an appropriate buffer based on the habits and needs of the species. The buffer area will be implemented until a qualified biologist has determined that juveniles have fledged or nesting activity has otherwise ceased.

BRD 2: During construction, active bird nests will not be disturbed and eggs or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time.

BRD 3: Trees to be removed will be noted on design plans. Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around the dripline of trees to be protected within project limits.

BRD 4: All clearing/grubbing and vegetation removal will be monitored and documented by the biological monitor(s) regardless of time of year.

BRD 5: If an active nest for the California spotted owl is observed within 100 feet of the area of potential effect, all project activities will immediately cease while Caltrans coordinates with applicable regulatory agencies and determines if additional measures are necessary.

Roosting Bats

The following avoidance and minimization measures will be implemented to reduce potential impacts to roosting bats.

BAT 1: Tree removal will be scheduled to occur from September 2 to January 31, outside of the typical bat maternity roosting season, if possible, to avoid

potential impacts to roosting bats. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the bat maternity roosting season (February 1 to September 1), a bat roost survey will be conducted by a biologist determined qualified by Caltrans within 14 days prior to construction. The biologist(s) conducting the preconstruction surveys will also identify the nature of the bat use (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. If an active day roost is found, a qualified Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that roosting activity has ceased or exclusionary methods have successfully evicted roosting bats.

BAT 2: Prior to any culvert construction activities at post miles 16.85, 22.0, 25.70, 26.76, and 27.67, a preconstruction survey for roosting bats will be conducted by a biologist determined to be qualified by Caltrans within 14 days prior to construction. The biologist(s) conducting the preconstruction surveys will identify the nature of the bat use (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. The qualified biologist will provide oversight on exclusion methods and installation and will determine whether exclusionary methods have successfully evicted roosting bats.

BAT 3: If bats are found by a qualified biologist to be maternity roosting, active bat maternity roosts will not be disturbed or destroyed until pups are volant (capable of flight). In areas where an occupied roost can be avoided, readily visible exclusion zones will be established using environmentally sensitive area fencing. The size/radius of the exclusion zone(s) will be determined by a qualified biologist.

2.1.5 Cultural Resources

Considering the information in the updated Cultural Resources Screened Undertaking Memo dated, January 24, 2023, the following significance determinations have been made:

The project will not affect or impact any cultural resources as project impacts are limited to areas that have been previously disturbed and are outside of any known cultural resource boundaries.

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact

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

2.1.6 Energy

Caltrans incorporates energy efficiency, conservation and climate change measures into transportation planning, project development, design, operations, maintenance of transportation facilities, fleets, equipment, and buildings to minimize the use of fuel supplies and energy resources as well as to reduce greenhouse gas emissions.

The project will not alter existing vehicle capacity or the existing alignment on State Route 154 and therefore will not alter existing energy use on the State Highway System. Some energy use will be required for project construction, but will be minimized whenever possible through the implementation of greenhouse gas reduction strategies during project construction. The relatively small amount of energy that will be used on project construction is anticipated to help reduce future energy use by minimizing the frequency of preventive and scheduled maintenance operations.

The project will not alter or conflict with existing local, regional, or state plans for energy management.

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

2.1.7 Geology and Soils

Considering the information in the Addendum to the District Preliminary Geotechnical Report dated April 4, 2022, and in the updated Paleontology

Memo dated January 5, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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?	Less Than Significant 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

Affected Environment

State Route 154 lies within the seismically active northern Santa Barbara County area of California. The project is susceptible to seismic activities or events that can cause slope instabilities, landslides, soil slips and ground

shifts. The landscape around State Route 154 is a mix of vegetated rolling hills and mountain ranges with valleys, ravines, and steep ridgelines.

Environmental Consequences

Project activities will occur mostly on existing engineered highway structures on State Route 154. Construction activities associated with the project are anticipated to be small in scale and limited to specific locations along State Route 154. The project will be designed with considerations to the existing geologic conditions and risks to reduce the potential of altering existing geologic conditions or risks.

None of the project's work locations are situated within a recognized Earthquake Fault Zone as identified by the California Geological Survey or situated within 1,000 feet of a mapped fault that is considered active. The project is not anticipated to have the potential to directly or indirectly alter the risk of seismic activities in the region. The project is not anticipated to have the potential to directly or indirectly alter existing stability conditions that could alter the risk of landslides or other soil instabilities. The project will not disturb geologic rock units that have a high paleontological potential rating because project earthwork will be limited to areas that have been previously disturbed.

No subsurface investigation will be necessary for culvert replacement that can be conducted with the cut-and-cover method. If the project proposes different methods for culvert replacement (i.e., jack-and-bore), the project may require subsurface investigations at culvert locations to determine specific geological conditions and suitability. The project will require vegetation removal and grading to construct temporary access routes for some of the culvert locations. Additional evaluation will occur for any proposed grading once locations and alignments are finalized. Earthwork activities required for the project will disturb existing soils and have the potential to temporarily alter erosion conditions at construction sites.

Avoidance, Minimization, and/or Mitigation Measures

The project will implement the following measure to reduce potential impacts associated with soil erosions.

GEO 1: The project will include a Stormwater Pollution Prevention Plan and Best Management Practices as part of Caltrans Standard Measures to address specific sediment and erosion controls during project construction. The project will install appropriate sediment and erosion control barriers at active construction sites, and they will be maintained until construction activities are completed at those sites.

2.1.8 Greenhouse Gas Emissions

Considering the information in the updated Air Quality, Greenhouse Gas, Noise and Water Quality Technical Assessment Memo dated February 13, 2023, and the updated Climate Change Technical Report dated February 14, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

The U.S. Environmental Protection Agency is responsible for documenting greenhouse gas emissions nationwide; the California Air Resources Board does so for the state.

The project area is part of the Santa Barbara County Association of Governments Regional Transportation Plan. The Regional Transportation Plan identifies plans and strategies to increase alternative forms of travel such as biking, walking, and public transportation to help meet greenhouse gas emissions reduction goals as well as improve public accessibility, safety, and health.

State Route 154 provides one lane of travel in each direction, with occasional passing lanes, turn pockets and pullouts. The route crosses the Santa Ynez Valley and the Santa Ynez Mountains, connecting the community of Los Olivos with the city of Santa Barbara, and provides travelers an alternative route to U.S. Route 101 between those cities. Traffic patterns on State Route 154 consist of mostly commuter traffic traveling between homes in the Santa Ynez Valley and jobs on the Santa Barbara coast.

Population density around State Route 154 is considered relatively low, with small communities and homes spread out around the highway. State Route 154 provides the main access route for many of these small communities and homes in the Santa Ynez Valley and Santa Ynez Mountains region. The areas around State Route 154 are mostly residential and agricultural with some commercial business and recreational facilities. Much of the area around State Route 154 is unincorporated. The southern portion of State Route 154 crosses the Los Padres National Forest and provides access to Lake Cachuma.

Environmental Consequences

The purpose of the project is to restore the conditions of existing culvert features along State Route 154. The project will not alter the existing vehicle capacity or alter the existing vehicle miles traveled on State Route 154. Therefore, the project is not anticipated to alter existing operational greenhouse gas emissions for the region. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions in the region.

The total of estimated greenhouse gas emissions for project construction is about 311 tons of carbon dioxide equivalent emissions over a period of approximately 250 working days. This estimate is based on assumptions made during the environmental planning phase of the project and is considered a “ballpark” estimate of carbon dioxide equivalent emissions, based on limited data inputs and default modeling values for a stormwater and drainage project.

While the project will result in greenhouse gas emissions as a result of construction activities, it is anticipated that the project will not have any effect on operational greenhouse gas emissions.

In addition, the following project features will also help reduce greenhouse gas emissions generated by the project:

- *Transportation Management Plan:* The plan will keep the traveling public and visitors to local recreational facilities informed about the construction schedule and anticipated traffic delays, the dates and duration of any temporary closures on State Route 154, and other pertinent travel information, to minimize unnecessary delays and emissions.
- *Staged Construction:* The project has been designed to limit the length of lane closures to minimize delays to travelers and adopt appropriate construction schedules to minimize construction mobilization efforts, which will help reduce construction emissions.
- *Vegetation Replanting:* The project will replant vegetation after project construction is completed. Vegetation replanting will help sequester carbon.

Avoidance, Minimization, and/or Mitigation Measures

The potential for greenhouse gas impacts generated by project construction activities will be reduced with the implementation of the following minimization measures.

GHG 1: All construction activities will comply with all district rules, regulations and ordinances, and statutes of the California Air Resources Board to reduce and minimize construction greenhouse gas emissions (i.e., restrictions on idling equipment, properly maintained equipment, and appropriate point sources for materials, etc.).

GHG 2: All applicable Caltrans standard measures and strategies for emissions reductions will be implemented to reduce construction-generated greenhouse gas emissions. Additional Caltrans strategies and techniques for the reduction of construction emissions will be implemented where feasible and appropriate.

2.1.9 Hazards and Hazardous Materials

Considering the information in the updated Hazardous Waste Initial Site Assessment Memo, dated December 30, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	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 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?	Less Than Significant Impact

Affected Environment

Hazardous Materials

Based on the California Department of Toxic Substances Control - Hazardous Waste and Substance Site List online database, there are no known hazardous waste issues or hazardous materials sites pursuant to Government Code Section 65962.5 within the project limits.

Airports

Two project construction sites are within 2 miles of the Santa Ynez Airport, which is classified as a general aviation airport.

Emergency Response and Evacuations

Based on the County of Santa Barbara's Emergency Management Plan 2013, State Route 154 is identified as one of three main transportation corridors for the region.

Wildland Fires

State Route 154 crosses the Santa Ynez Valley and the Santa Ynez Mountains. All project construction locations are near vegetated areas that are susceptible to wildland fires.

Environmental Consequences

Hazardous Materials

The project is not anticipated to encounter or use quantities of hazardous waste materials that could create substantial or considerable hazards to the public or environment. However, project construction activities have the potential to generate treated wood waste from replacement of guardrails, which is considered hazardous waste.

Airports

Based on the Draft Land Use Compatibility Plan for the Santa Ynez Airport 2019, the two project construction sites are outside of the Airport Property Boundary and Noise Exposure Range. Therefore, the two construction sites will not expose workers to safety hazards or excessive noise associated with the nearby airport.

Emergency Response and Evacuations

It is anticipated that temporary construction activities on State Route 154 have the potential to temporarily impede emergency responses or emergency evacuations reliant on access to State Route 154. However, the project will maintain regular and emergency access on State Route 154 during construction. Temporary construction activities are not anticipated to considerably affect existing emergency response or emergency evacuation plans in the region.

Wildland Fires

Construction activities have the potential to unintentionally ignite nearby vegetation. However, the project will incorporate precautions to prevent fire-related incidents during construction as part of the code of safety practices in accordance with the California Division of Safety and Health – Fire Protection and Prevention Guidance.

Avoidance, Minimization, and/or Mitigation Measures

Hazardous Materials

The following measure will be implemented for potentially hazardous waste materials.

HAZ 1: Treated wood waste and any other hazardous waste issues common to highway construction projects will be appropriately handled, transported, and disposed of in accordance with Caltrans Standard Specifications. If required, more detailed hazardous waste investigations will be conducted prior to project construction to confirm the presence or absence of any pre-existing potentially hazardous waste materials.

Emergency Response and Evacuations

The following minimization measure will be implemented for Emergency Response and Evacuations.

HAZ 2: The project will include Caltrans Standard Measures and Caltrans Standard Specifications related to unanticipated emergency events to accommodate emergency responses or emergency evacuations when needed. In addition, the project will coordinate with local and regional emergency responders prior to and during construction.

Wildland Fires

The following minimization measure will be implemented for potential wildland fire.

HAZ 3: The project will include Caltrans Standard Specifications related to fire prevention and fire safety to minimize the potential of igniting nearby vegetation during construction activities, along with implementing the California Division of Safety and Health – Fire Protection and Prevention Guidance.

2.1.10 Hydrology and Water Quality

Considering the information in the updated Air Quality, Greenhouse Gas, Noise and Water Quality Technical Assessment Memo dated February 13, 2023, the Location Hydraulic Study dated July 28, 2021, and the Location Hydraulic Study Addendum dated January 11, 2023, the following significance determinations have been made:

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

2.1.11 Land Use and Planning

Project activities will occur mostly in the existing Caltrans right-of-way and on existing easements on State Route 154. For culvert-related work, the project will require temporary construction easements and may require additional drainage easements, though those will not alter existing land use or planning in the region. Project activities will not divide any existing communities and is not anticipated to conflict with any existing land use plan, policy, or regulations in the region.

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
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

2.1.12 Mineral Resources

Project activities will involve work on highway features that are located on the existing roadway of State Route 154. The project will have no involvement in the removal or extraction of mineral resources.

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

2.1.13 Noise

Considering the information in the updated Air Quality, Greenhouse Gas, Noise and Water Quality Technical Assessment Memo dated February 13, 2023, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Affected Environment

The landscape around State Route 154 is mostly rural, having a relatively low population density, with dispersed homes, businesses, and recreational facilities. There is a low concentration of homes, businesses or recreational facilities next to State Route 154.

Environmental Consequences

The project will not permanently alter existing local ambient noise levels because the project will not alter the capacity or alignment of State Route 154. It is anticipated that construction activities will generate noises that could temporarily increase ambient noise levels near the construction site. The increase in noise levels as a result of construction is not considered substantial because construction activities will be temporary and intermittent.

Since the circulation of the draft Initial Study, the Project Development Team identified the potential to implement night work on the project. Night work will be implemented only at suitable culvert locations and generate construction noises between the hours of 6:00 p.m. and 6:00 a.m. Night work is anticipated to temporarily increase nighttime ambient noise-levels near the construction site. However, the increase in noise levels as a result of night work is not considered substantial because construction activities will be temporary and

intermittent. In addition, potential suitable culvert locations where night work could be implemented are not anticipated to be in proximity to sensitive receptors. The project will include Caltrans Standard Measures pertaining to nighttime noise control.

Avoidance, Minimization, and/or Noise Abatement Measures

The project will implement the following minimization measure to reduce potential impacts associated with temporary construction-generated noise.

NOI 1: The project will include all Caltrans Standard Measures and strategies related to noise and vibration control to minimize noise-related disturbances caused by construction activities. Construction activities are not to exceed 86 decibel maximum sound levels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

2.1.14 Population and Housing

The project will not alter the existing capacity or alignment of State Route 154. Therefore, the project is not anticipated to conflict with any existing population or housing status in the region.

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

2.1.15 Public Services

Project activities will be limited to the existing alignment of State Route 154. The project will not be involved with any planned or existing governmental facilities and is not anticipated to have any effect on any planned or existing governmental facilities near the project. The project will maintain public access on State Route 154 during project construction, and access to any existing governmental facilities near project work locations will be maintained.

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

2.1.16 Recreation

The project is not anticipated to have any considerable effects to existing recreational patterns in the region. Project activities will occur on the existing State Highway System and will not involve the construction, removal or alteration of access points or routes used for recreation. In addition, the project will not remove, construct or expand recreational facilities.

The project will involve culvert work and pavement restoration work on the existing parking lot of a scenic vista at post mile 22.51. During construction the parking lot will be temporarily closed. Construction is expected to take 15 to 20 working days to complete over a period of about 2 to 3 weeks. The culvert and repaving work will not modify any of the existing characteristics of the scenic vista or any of the site’s recreational features.

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact

Question—Would the project:	CEQA Significance Determinations for Recreation
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

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

Affected Environment

State Route 154 is a two-lane highway, with occasional passing lanes, turn pockets and pullouts, that crosses the Santa Ynez Valley and Santa Ynez Mountains. It is the main access route for the region, connecting the community of Los Olivos to the city of Santa Barbara. Traffic patterns on State Route 154 consist of mostly local commuter traffic and visitors to the region.

Environmental Consequences

The project will not alter the existing alignment or capacity of State Route 154 and will not conflict with any existing or planned transportation-related programs or facilities in the region. The project will not alter existing vehicle miles traveled on State Route 154. The existing traffic and emergency access on State Route 154 will not change as a result of the project.

Regular traffic and emergency access on State Route 154 will be maintained during construction. Temporary traffic control will be installed at locations where construction activities are occurring on the roadway to maintain access. The number and location of required temporary traffic controls on the project will be limited to what is necessary for project completion. Temporary

traffic control will be planned with consideration to existing traffic conditions and patterns on State Route 154.

Since the circulation of the draft Initial Study, the Project Development Team have decided to implement night work at suitable culvert locations. Night work will be implemented to help minimize temporary traffic disruptions during the day and is expected to occur between the hours of 6:00 p.m. and 6:00 a.m. The duration of night work at each culvert location will depend on site conditions. Temporary lane closures implemented during night work will follow Caltrans traffic control standards and will be included in the project's construction details.

Avoidance, Minimization, and/or Mitigation Measures

The following measure will be implemented to minimize potential impacts to transportation and travelers as a result of project construction.

TRS 1: The project will include Caltrans Standard Measures for temporary traffic control in addition to implementing the strategies found in the required Transportation Management Plan to ensure traffic and emergency access is maintained on State Route 154 during project construction. In addition, the project will coordinate with local and regional emergency responders prior to and during construction.

2.1.18 Tribal Cultural Resources

Considering the information in the updated Cultural Resources Screened Undertaking Memo dated, January 24, 2023, the following significance determinations have been made:

Consultation was initiated for the project under Section 106 of the National Historic Preservation Act and Assembly Bill 52 (Public Resources Code Section 21080.3.1 and 21084.3(c)). Out of the eight Native American tribal groups contacted, none of the recipients requested further consultation for the project.

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, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

The project will work on existing culvert pipes along State Route 154. Culvert-related work focuses on repairing and improving existing conditions. The project will not install new culvert structures in a new location or relocate any existing culvert alignment.

The project will not change existing water supplies, wastewater treatments or drainage patterns in the region. The project will not change the existing functions of electrical, natural gas or telecommunications facilities in the region.

The project will not generate excessive amounts of solid wastes that will overwhelm capacities of existing waste management facilities. The project will recycle any recyclable waste materials generated from project construction. Waste materials generated by project construction will be collected and disposed of properly to meet all state and federal requirements.

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

2.1.20 Wildfire

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less Than Significant Impact

Question—Would the project:	CEQA Significance Determinations for Wildfire
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

Affected Environment

The southern portion of State Route 154 crosses the Santa Ynez Mountains and goes through the Los Padres National Forest. Based on the Cal Fire 2007 Fire Hazard Severity Zone Map, the portion of State Route 154 within the Los Padres National Forest is in an area classified as very high for fire hazards. Rural homes within the Santa Ynez Mountains are accessible mainly via State Route 154.

Environmental Consequences

The project will not change any planned or existing emergency response plans or emergency evacuation plans for the region because the project will not permanently alter access on State Route 154. The project will ensure that State Route 154 remains accessible for emergency response vehicles and for emergency evacuation plans during project construction.

The project will not exacerbate wildfire risk because the project will not permanently change existing wildfire conditions in the region. The project will not do any infrastructure work that will alter the existing fire risk in the region.

Some of the culvert locations are in very high fire hazard zones and in areas of heavy vegetation. The project will require construction workers to temporarily occupy areas that are classified as very high for fire hazards. Construction activities have the potential to unintentionally ignite nearby vegetation. During construction, vegetation removal will be required to allow for access of construction equipment and supplies to work locations. Although the risk of unintended fires is greater during the vegetation removal process, once the work locations are clear of vegetation, the risk for unintended fires would be reduced. The project will incorporate precautions to prevent fire-related incidents during construction as part of the code of safety practices in accordance with the California Division of Safety and Health – Fire Protection and Prevention Guidance. Any vegetation removal will be planned and

conducted using techniques and strategies that will avoid and minimize unintentional fires.

The project will not alter existing drainage patterns and will implement stormwater Best Management Practices as part of the Caltrans Standard Measures that will be carried out during project construction.

Avoidance, Minimization, and/or Mitigation Measures

The measures identified for Transportation (Section 2.1.17) will also be applicable for wildfire. The following additional minimization measure will be implemented for wildfire.

WF 1: The project will include Caltrans Standard Specifications related to fire prevention and fire safety in order to minimize the potential for unintentional fires during construction as well as implementing the California Division of Safety and Health – Fire Protection and Prevention Guidance.

2.1.21 Mandatory Findings of Significance

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

Affected Environment

Project work will occur at 18 locations on State Route 154 in Santa Barbara County. Project activities will occur inside and outside the existing highway footprint. Project activities occurring within the existing highway footprint are related to the installation of new traffic monitoring systems and pavement repair. Project activities occurring outside of the existing highway footprint are related to culvert improvement work.

Within the project area are several types of natural environments and communities that could support a variety of animal and plant species. Natural communities of interest in the project area include streams/other waters, California sycamore woodlands, and designated critical habitat for the California red-legged frog. Animal and plant species of interest in the project area include Santa Barbara honeysuckle, Plummer's baccharis, California red-legged frog, coast range newt, western pond turtle, two-striped garter snake, Northern California legless lizard, coast horned lizard, coast patch-nosed snake, western spadefoot toad, San Diego desert woodrat, American badger, grasshopper sparrow, California spotted owl, and other nesting birds.

Environmental Consequences

Because the aim of the project is to improve existing culvert features, traffic monitoring and pavements, the project will result in the overall improvement of human conditions. The project will include Caltrans standard measures for testing and monitoring to protect the general public from hazards that could arise from the project's construction activities. The project is not anticipated to generate hazards or expose the general public to hazards that could result in substantial adverse effects. Therefore, the project is not anticipated to result in considerable impacts to the general public.

Project activities occurring within the existing highway footprint will result in minimal impacts to the human environment. Permanent impacts will result from the installation of new traffic monitoring systems and new pavement. Temporary impacts will result from construction-related activities required to install the traffic monitoring systems and do the pavement repair. The project will include minimization measures to reduce visual noticeability of newly installed permanent features on the highway, and the project will include Caltrans standard measures to reduce impacts caused by construction-related activities. Therefore, the project will result in less than significant impacts to the human environment. With inclusion of the avoidance and minimization measures, the project will not result in considerable cumulative impacts to the human environment.

Project activities occurring outside of the existing highway footprint for culvert-related work could disturb natural environments along with any animal or plant species that may be present in those environments. Culvert-related work will have some permanent impacts on the natural environment as a

result of installation of new culvert features and rock slope protection at some of the culvert sites. Culvert-related work will create temporary impacts to the natural environment as a result of any required vegetation clearing, tree removal, equipment operation, staging sites, access routes, worker traffic and temporary dewatering or water diversions at each culvert site. Culvert-related work also could disturb and affect any animal species that may be present in or around the work site. The project will include measures to replace and replant vegetation removed as a result of the project and will monitor each project site during construction for species of interest to be protected. With implementation of the appropriate avoidance, minimization, and mitigation measures, the anticipated impacts to the natural environment will be less than significant. With the inclusion of the avoidance, minimization, and mitigation measures, the project will not result in considerable cumulative impacts to the natural environment.

Avoidance, Minimization, and/or Mitigation Measures

The complete list of measures associated with this project can be found in Section 1.5, *Standard Measures Included in All Build Alternatives*, Section 2.1, *CEQA Environmental Checklist*, and in Appendix C, *Avoidance, Minimization and/or Mitigation Summary*.

The mitigation measures presented here are found in Section 2.1.4, *Biological Resources* and will be implemented to reduce potentially significant impacts to less than significant impacts under the California Environmental Quality Act.

Natural Communities and Regional Habitats of Concern

NC 8: Compensatory mitigation will be included as part of the project for natural communities and regional habitats of concern impacted by the project. Compensatory mitigation will be at a ratio of 1 to 1 (acreage) for temporary impacts and at a ratio of 3 to 1 (acreage) for permanent impacts. Replacement plantings will include appropriate native plant species, appropriate plant establishment period, and monitoring to ensure success. Replacement plantings strategy will be detailed in the Caltrans Landscape Planting Plan and Caltrans Mitigation and Monitoring Plan. The Mitigation and Monitoring Plan will include details for mitigation commitments and will be consistent with standards and mitigation commitments from the U.S. Army Corps of Engineers, Regional Water Quality Control Board and California Department of Fish and Wildlife. The Mitigation and Monitoring Plan will be prepared after the project has been approved and a full set of construction plans are prepared, and will be finalized through the permit review process with regulatory agencies.

Designated Critical Habitat

CH 2: The project will revegetate uplands, replacing trees at a ratio of at least 3 to 1, and seeding ground disturbance areas with native grasses and forbs.

Appendix A Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis required, potential impacts and avoidance, minimization and/or mitigation measures, and related environmental requirements.

Agency consultation for this project has been accomplished through a variety of formal and informal methods, including Project Development Team meetings, interagency coordination meetings, and so on. Public participation was sought through the release and review of the Initial Study with Proposed Mitigated Negative Declaration during the public comment period. This chapter summarizes the results of Caltrans' efforts to identify, address and resolve project-related issues through early and continuing coordination.

Biological Resources Coordination

August 22, 2018: Bradley Collins (Caltrans Student Biology Assistant) submitted an online request through the U.S. Fish and Wildlife Service *Information, Planning and Conservation System* website for an official U.S. Fish and Wildlife Service species list for the project area. The official species list was received that day.

August 22, 2018: Bradley Collins submitted a formal request via email for a National Marine Fisheries Service-approved species list for the proposed project. The official species list was received that day.

November 16, 2021: Audrey Weichert (Caltrans Biologist) submitted an updated online request through the U.S. Fish and Wildlife Service *Information, Planning and Conservation System* website for an official U.S. Fish and Wildlife Service species list for the project area. The official species list was received that day.

November 16, 2021: Audrey Weichert submitted an updated formal request via email for a National Marine Fisheries Service-approved species list for the proposed project. The official species list was received that day.

June 15, 2022: The project obtained a Programmatic Biological Opinion for California red-legged frog from the U.S. Fish and Wildlife Service.

Cultural Resources Coordination

February 22, 2021: Christina MacDonald (Caltrans Archaeologist) sent a request to the Native American Heritage Commission for a search of the Sacred Land Files and a list of Native Americans who are knowledgeable about the area and who want to be contacted regarding projects in the area.

March 8, 2021: Ms. Fonseca of the Native American Heritage Commission responded with positive results of the Sacred Lands Files search and a list of individuals and tribes to consult for the project. The same day, Christina MacDonald sent out letters electronically to the consultation group, initiating consultation under Section 106 of the National Historic Preservation Act and Assembly Bill 52. Also the same day, Julie Tumamait-Stenslie of the Barbareno/Ventureno Band of Mission Indians responded that she would not consult on this project.

March 19, 2021: Christina MacDonald sent an email to Nakia Zavalla, Cultural Liaison for the Santa Ynez Band of Chumash Indians, specifically asking for information and/or concerns from the tribe about one culvert near the U.S. Route 101/State Route 154 interchange and the large village site of Jonjonata.

April 13, 2021: Christina MacDonald called the Santa Ynez Band of Chumash Indians and asked for Ms. Zavalla and left a message and followed up with another email seeking her assistance with this project. No response has been received to date.

U.S. Forest Service (Los Padres National Forest) Coordination

January 27, 2021: Geramaldi (Caltrans Environmental Coordinator) sent an email with preliminary project mapping and information to Veronica Garza, the Lands and Special Uses Officer for the U.S. Forest Service – Los Padres National Forest, informing her of potential U.S. Forest Service properties affected by the project and requested any comments or concerns.

February 12, 2021: Veronica Garza responded and provided comments and feedback after reviewing preliminary project mapping and information. Veronica Garza provided a blank SF299 form and requested that the form be completed and submitted prior to October 1, 2021 for the project.

February 17, 2021: Geramaldi responded to comments made by Veronica Garza, provided additional project information, and asked for clarifications on completing the SF299 form.

May 17, 2021: Veronica Garza responded with clarifications and timing on the typical process for the SF299 form. Geramaldi provided information on the project timeline and when SF299 form would be submitted for the project.

June 4, 2021: Via a phone call, Geramaldi and Veronica Garza further discussed project status and plans for submission of the SF299 for the project.

June 14, 2021: Geramaldi sent an email to Veronica Garza explaining that the project would no longer permanently affect properties owned by the U.S. Forest Service, but the project will process and submit the SF299 form as required for anticipated temporary construction easements on U.S. Forest Service properties. No response has been received from Veronica Garza to date.

October 28, 2021: Sarah Parris, Caltrans District 5 Right of Way Agent, submitted the SF299 form via electronic mail to the U.S. Forest Service – Los Padres National Forest office with attention to Veronica Garza for review. No response has been received from either the U.S. Forest Service or Veronica Garza to date.

May 20, 2022: Geramaldi sent a copy of the Initial Study with Proposed Mitigated Negative Declaration via postal mail to the U.S Forest Service – Los Padres National Forest office with attention to Veronica Garza. No response has been received from either the U.S. Forest Service or Veronica Garza to date.

June 24, 2022: Geramaldi and Sarah Parris confirmed that the U.S. Forest Service – Los Padres National Forest office has not submitted any comments for the project. Geramaldi will submit a copy of the project's final Initial Study with Mitigated Negative Declaration to the U.S. Forest Service – Los Padres National Forest office as part of previous agreements discussed with Veronica Garza on June 4, 2021.

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Appendix B Comment Letters and Responses

The Initial Study with Proposed Mitigated Negative Declaration was circulated for public review and comment for 30 days between May 20, 2022 and June 17, 2022.

No public comments have been received for the project to date.

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Appendix C List of Preparers

This section lists the Caltrans staff responsible for the preparation and/or review of this document and/or supporting technical studies for this project.

Audrey Weichert, Associate Environmental Planner (Natural Sciences). B.S., Environmental Management and Protection, Minors in Biology and Land Rehabilitation, California Polytechnic State University - San Luis Obispo; Certified Wildlife Biologist; over 10 years of environmental planning and biological sciences experience. Contribution: Natural Environment Study.

Christina MacDonald, Associate Environmental Planner (Archaeology). M.A., Cultural Resources Management, Sonoma State University; B.A., Anthropology, University of California, Los Angeles; over 20 years of experience in California prehistoric and historical archaeology. Contribution: Principal Investigator – Prehistoric and Historical Archaeology.

Daniel Leckie, Associate Environmental Planner (Architectural History). M.S., Historic Preservation, The University of Vermont; B.A., History and Sociology, State University of New York at Stony Brook; over 8 years of experience in the fields of Architectural History and Historic Preservation Planning. Contribution: Principal Architectural Historian.

Geramaldi, Environmental Scientist (Coordinator). B.S., Environmental Geography, California Polytechnic State University - Pomona; over 6 years of environmental management and planning experience. Contribution: Initial Study, Climate Change Report.

Hunter Lawless, Civil Engineer. B.S., Environmental Engineering, California Polytechnic State University - San Luis Obispo; over 3 years of environmental engineering experience. Contribution: Noise, Water and Air Quality Studies.

Joel Kloth, Engineering Geologist. B.S., Geology, California Lutheran University; over 30 years of experience in petroleum geology, geotechnical geology, and environmental engineering/geology-hazardous waste. Contribution: Hazardous Waste Studies and Paleontology Studies.

Kristen Langager, Landscape Architect. B.S., Landscape Architecture, California Polytechnic State University - San Luis Obispo; over 15 years of Landscape Architecture experience. Contribution: Visual Impact Assessment.

Matthew Fowler, Senior Environmental Planner. B.A., Geography/Methods of Geographic Analysis, San Diego State University; over 20 years of environmental planning experience. Contribution: Initial Study, document review and approval.

Margaret “Meg” Perry, Associate Environmental Planner (Natural Sciences). B.S., Soil Science, California Polytechnic State University - San Luis Obispo; over 10 years of experience in California biology and habitat studies, emphasizing botany, wetland science, permitting, and environmental compliance. Contribution: Natural Environment Study.

Mark Davis, Transportation Engineer – Civil. B.S., Civil Engineering, Santa Clara University; over 20 years of civil engineering experience. Contribution: Project Design, Preliminary Project Layouts.

Ruben Atilano, Environmental Engineer, M.S. Civil Engineering, California Polytechnic State University – San Luis Obispo; 2 years of environmental engineering experience. Contribution: Noise, Water, Air Quality, and Hazardous Waste Studies.

Tom Davis, Transportation Engineer – Civil (Hydraulics). B.S., Civil Engineering, Bradley University; over 20 years of hydraulics experience with Caltrans. Contribution: Hydrology Analysis, Location Hydraulic Study.

Appendix D Distribution List

Caltrans District 5 Office at 50 Higuera Street, San Luis Obispo, California 93401 (Weekdays, from 8 a.m. to 5 p.m.)

Santa Barbara Public Library, 40 East Anapamu Street, Santa Barbara, California 93101 (Tuesday through Wednesday, and Friday through Saturday, from 10 a.m. to 5 p.m., and Thursday, from 10 a.m. to 6 p.m.)

Goleta Valley Public Library, 500 North Fairview Avenue, Goleta, California 93117 (Tuesday through Saturday, from 10 a.m. to 5 p.m.)

Solvang Public Library, 1745 Mission Drive, Solvang, California 93463 (Tuesday through Saturday, from 10 a.m. to 5 p.m.)

Santa Barbara County – Department of Planning and Development
123 East Anapamu Street, Santa Barbara, California 93101-2058

Santa Barbara County Parks – Cachuma Lake Recreation Area
2225 Highway 154, Santa Barbara, California 93105

California Highway Patrol – Santa Barbara Office (760)
6465 Calle Real, Goleta, California 93117-1535

U.S. Forest Service – Los Padres National Forest
Attention: Veronica Garza
3505 Paradise Road, Santa Barbara, California 93105

U.S. Fish and Wildlife Service – Ventura Office
2493 Portola Road, Suite B, Ventura, California 93003

U.S. Army Corps of Engineers – Los Angeles District
915 Wilshire Boulevard, Los Angeles, California 90017

California Department of Fish and Wildlife – South Coast Region
3883 Ruffin Road, San Diego, California 92123

Regional Water Quality Control Board – Central Coast
895 Aerovista Place, Suite 101, San Luis Obispo, California 93401

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Appendix E Title VI 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 2022

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

A handwritten signature in black ink, appearing to read 'Tony Tavares', is written over a light blue circular stamp.

TONY TAVARES
Director

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

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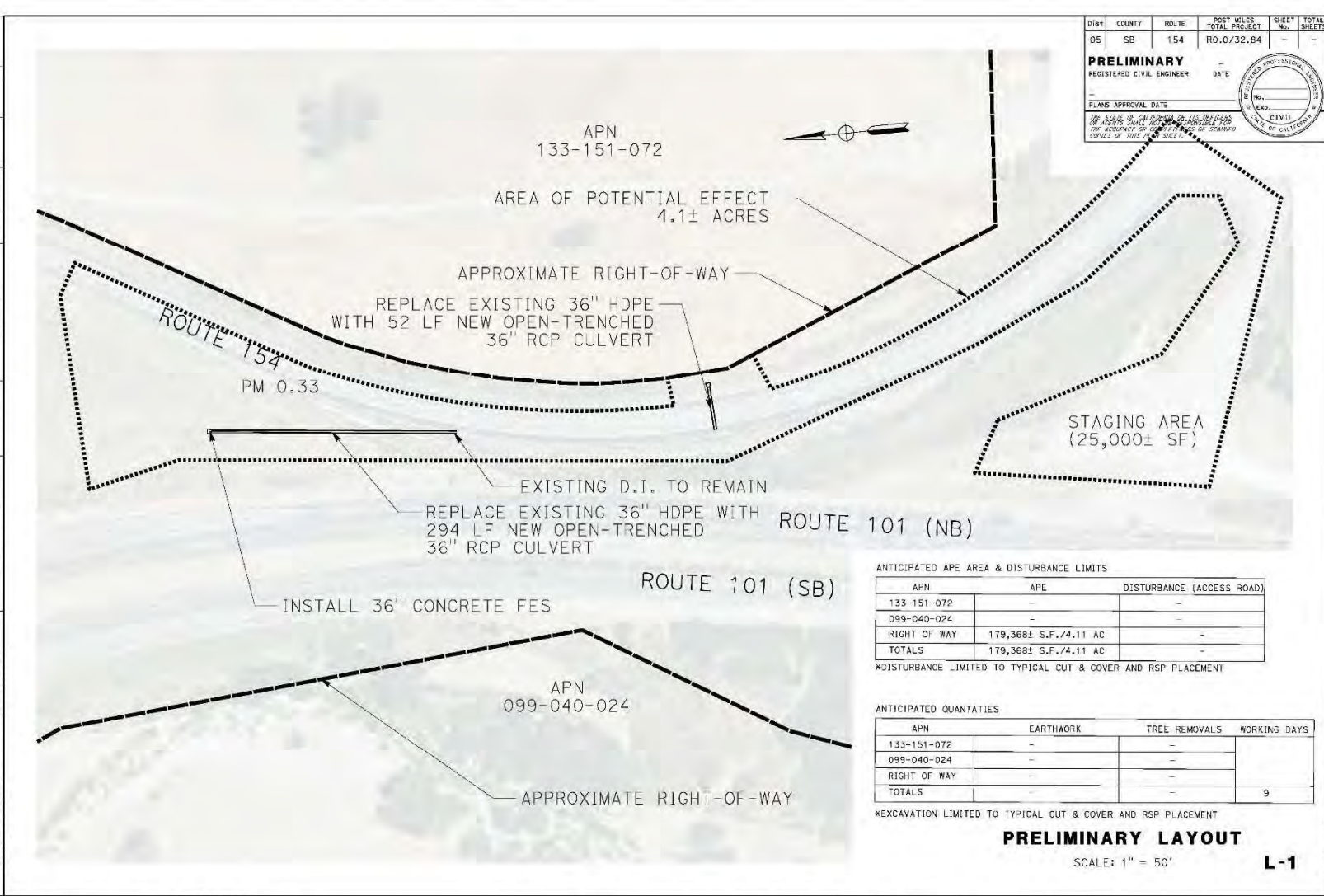
Appendix F Preliminary Project Layouts

The preliminary project layouts in this appendix are presented for informational use only. Prior to project approval, the layouts are subject to change. If the project is approved, a more detailed set of project design plans will be finalized for use for project construction and permit coordination.

In the draft environmental document, preliminary layout 1 was absent. However, the count station at post mile 0.10 shown in preliminary layout 1 is no longer part of this project.

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN
 SCOTT MORRIS
 CHECKED BY
 DELETED BY
 MARK DAVIS
 REVISIONS BY
 DA'E REVISED



DIST	COUNTY	ROUTE	POST MILES	SHEET	TOTAL
05	SB	154	RO.0/32.84	NO.	SHEETS

PRELIMINARY
REGISTERED CIVIL ENGINEER

DATE: _____
PLANS APPROVAL DATE: _____

ONE SET OF CALCULATIONS FOR ALL THE WORK OR ASSETS SHALL BE PROVIDED TO THE COUNTY OF CALIFORNIA IN THREE COPIES OF THIS PROJECT SHEET.

REGISTERED PROFESSIONAL ENGINEER
No. _____
DATE OF CALIFORNIA EXPIRES _____
CIVIL

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
133-151-072	-	-
099-040-024	-	-
RIGHT OF WAY	179,368± S.F./4.11 AC	-
TOTALS	179,368± S.F./4.11 AC	-

*DISTURBANCE LIMITED TO TYPICAL CUT & COVER AND RSP PLACEMENT

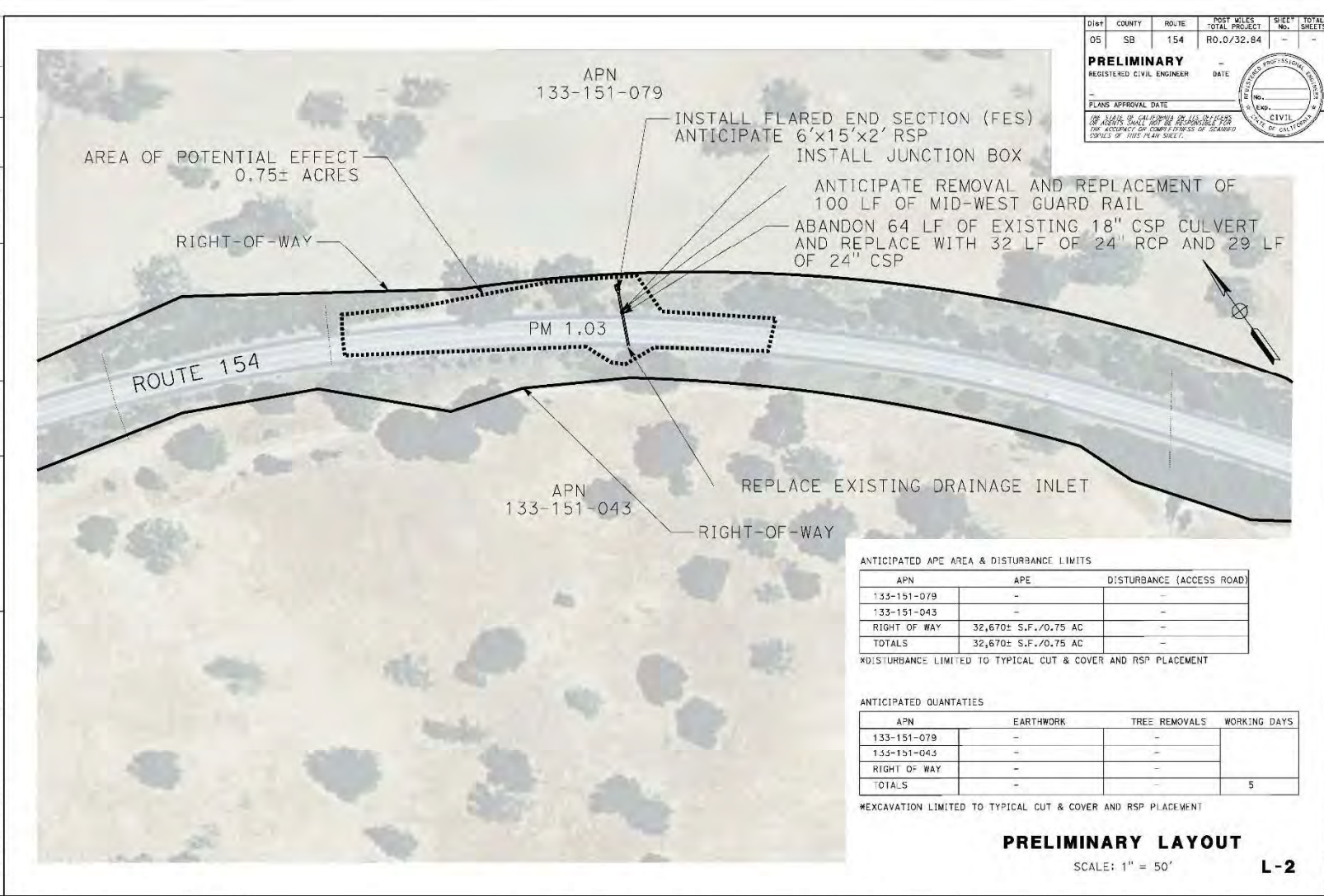
ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
133-151-072	-	-	-
099-040-024	-	-	-
RIGHT OF WAY	-	-	-
TOTALS	-	-	9

*EXCAVATION LIMITED TO TYPICAL CUT & COVER AND RSP PLACEMENT

PRELIMINARY LAYOUT
SCALE: 1" = 50'
L-1

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
 SCOTT MORRIS
 CHECKED BY
 MARK DAVIS
 REVISIONS BY
 JEFFREY PAYNE
 DATE REVISION



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER
 DATE: _____
 PLANS APPROVAL DATE: _____
THE STATE OF CALIFORNIA AND ALL ITS AGENTS OR AGENCIES SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ANY COPIES OF THESE PLANS.

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
133-151-079	-	-
133-151-043	-	-
RIGHT OF WAY	32,670± S.F./0.75 AC	-
TOTALS	32,670± S.F./0.75 AC	-

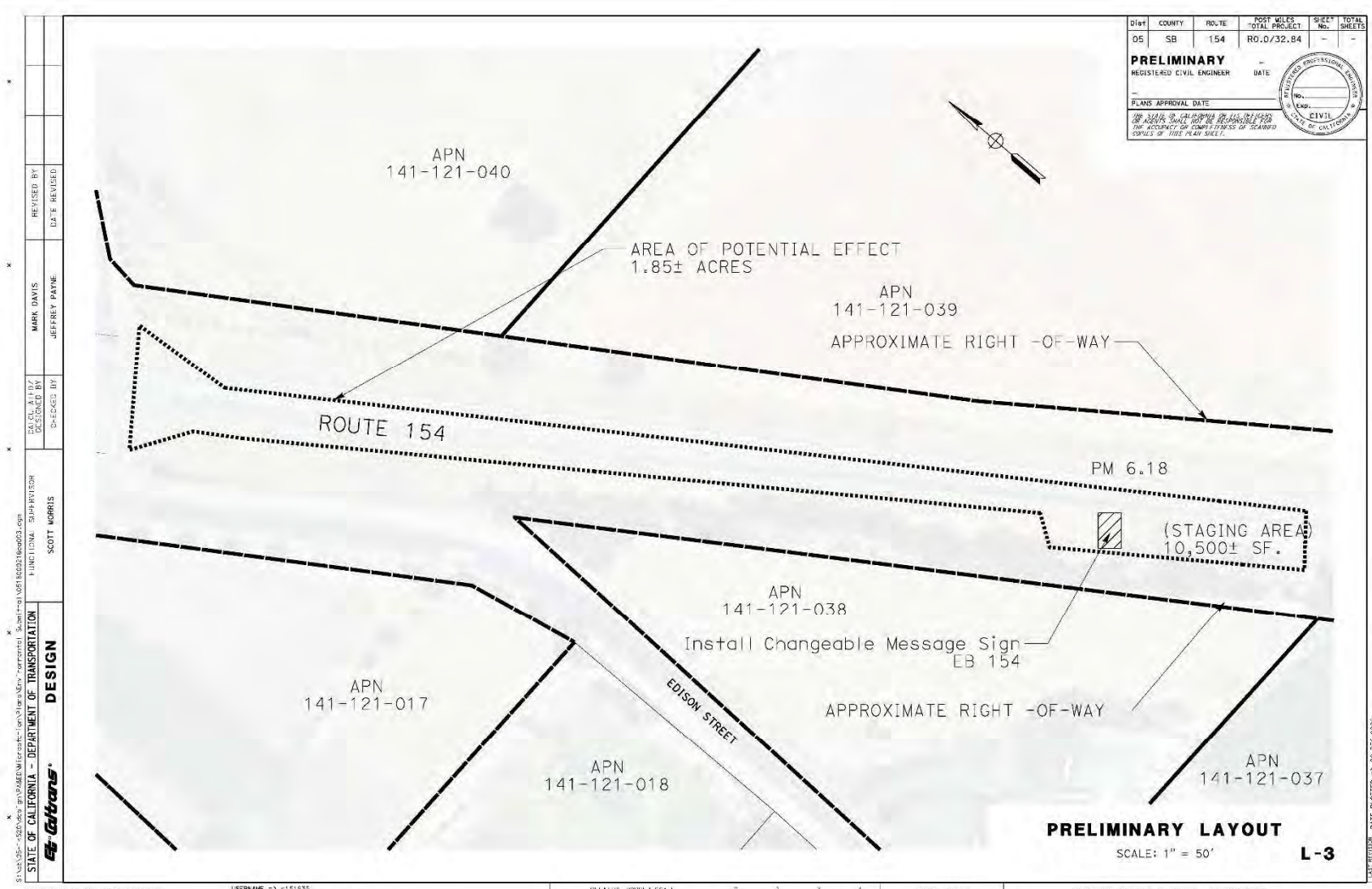
DISTURBANCE LIMITED TO TYPICAL CUT & COVER AND RSP PLACEMENT

ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
133-151-079	-	-	-
133-151-043	-	-	-
RIGHT OF WAY	-	-	-
TOTALS	-	-	5

EXCAVATION LIMITED TO TYPICAL CUT & COVER AND RSP PLACEMENT

PRELIMINARY LAYOUT
 SCALE: 1" = 50'
L-2



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

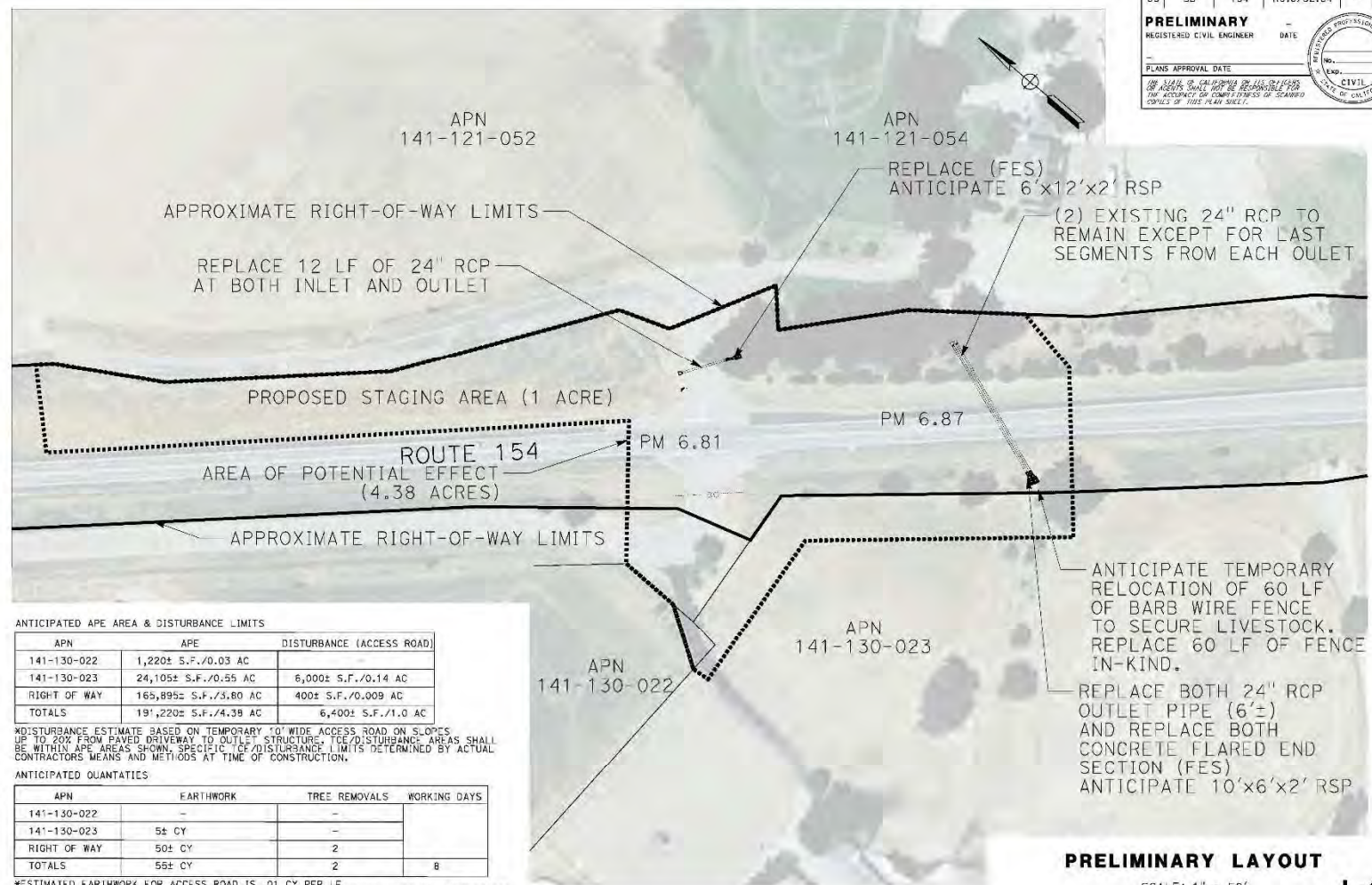
NO. _____ DATE OF CALIF. REG. _____
CAP. _____ CIVIL ENGINEER

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
 SCOTT MORRIS
 CHECKED BY: JEFFREY PAYNE
 DESIGNED BY: MARK DAVIS
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ORDER LAST REVISED 10/12/18 USERNAME => d151635 DGN FILE => 251800216\env023.dgn PLOT SCALE: 1" = 50' UNIT 1450 PROJECT NUMBER & PHASE 0518000216 L-3

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
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 PLANS APPROVAL DATE _____

FOR THE STATE OF CALIFORNIA IN ALL THE PLACES OF ASSETS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF DRAWING COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 CIVIL ENGINEER
 DATE OF QUALIFICATION _____

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
141-130-022	1,220± S.F./0.03 AC	-
141-130-023	24,105± S.F./0.55 AC	6,000± S.F./0.14 AC
RIGHT OF WAY	165,895± S.F./3.80 AC	400± S.F./0.009 AC
TOTALS	191,220± S.F./4.38 AC	6,400± S.F./1.0 AC

*DISTURBANCE ESTIMATE BASED ON TEMPORARY 10' WIDE ACCESS ROAD ON SLOPES UP TO 20% FROM PAVED DRIVEWAY TO OUTLET STRUCTURE. THE DISTURBANCE AREAS SHALL BE WITHIN APE AREAS SHOWN. SPECIFIC TOE/DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTORS MEANS AND METHODS AT TIME OF CONSTRUCTION.

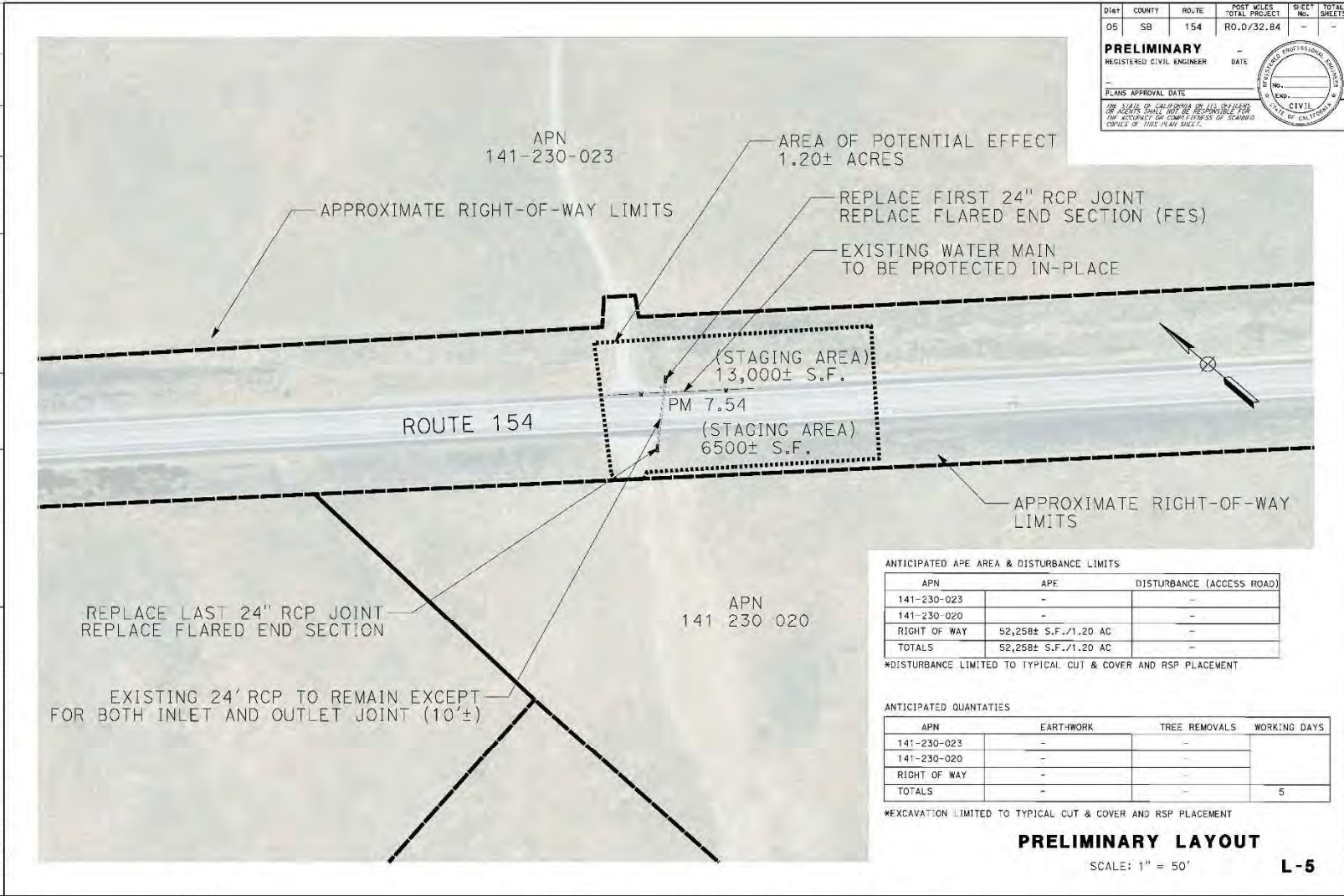
ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
141-130-022	-	-	-
141-130-023	5± CY	-	-
RIGHT OF WAY	50± CY	2	-
TOTALS	55± CY	2	8

*ESTIMATED EARTHWORK FOR ACCESS ROAD IS .01 CY PER LF
 *ESTIMATED EARTHWORK FOR SHOULDER AND RSP IS ANTICIPATED TO BE 50 CY. NO QUANTITY DETERMINED FOR TYPICAL CUT AND COVER TRENCHING.

PRELIMINARY LAYOUT
 SCALE: 1" = 50'
L-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 FUNCTIONAL SUPERVISION
 SCOTT MORRIS
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 DATE REVISION
 DATE REVISION
 DATE REVISION



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

THE STATE OF CALIFORNIA IN ALL THE PLANS OR SPECIFICATIONS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THESE PLANS SHEETS.

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
141-230-023	-	-
141-230-020	-	-
RIGHT OF WAY	52,258± S.F./1.20 AC	-
TOTALS	52,258± S.F./1.20 AC	-

*DISTURBANCE LIMITED TO TYPICAL CUT & COVER AND RSP PLACEMENT

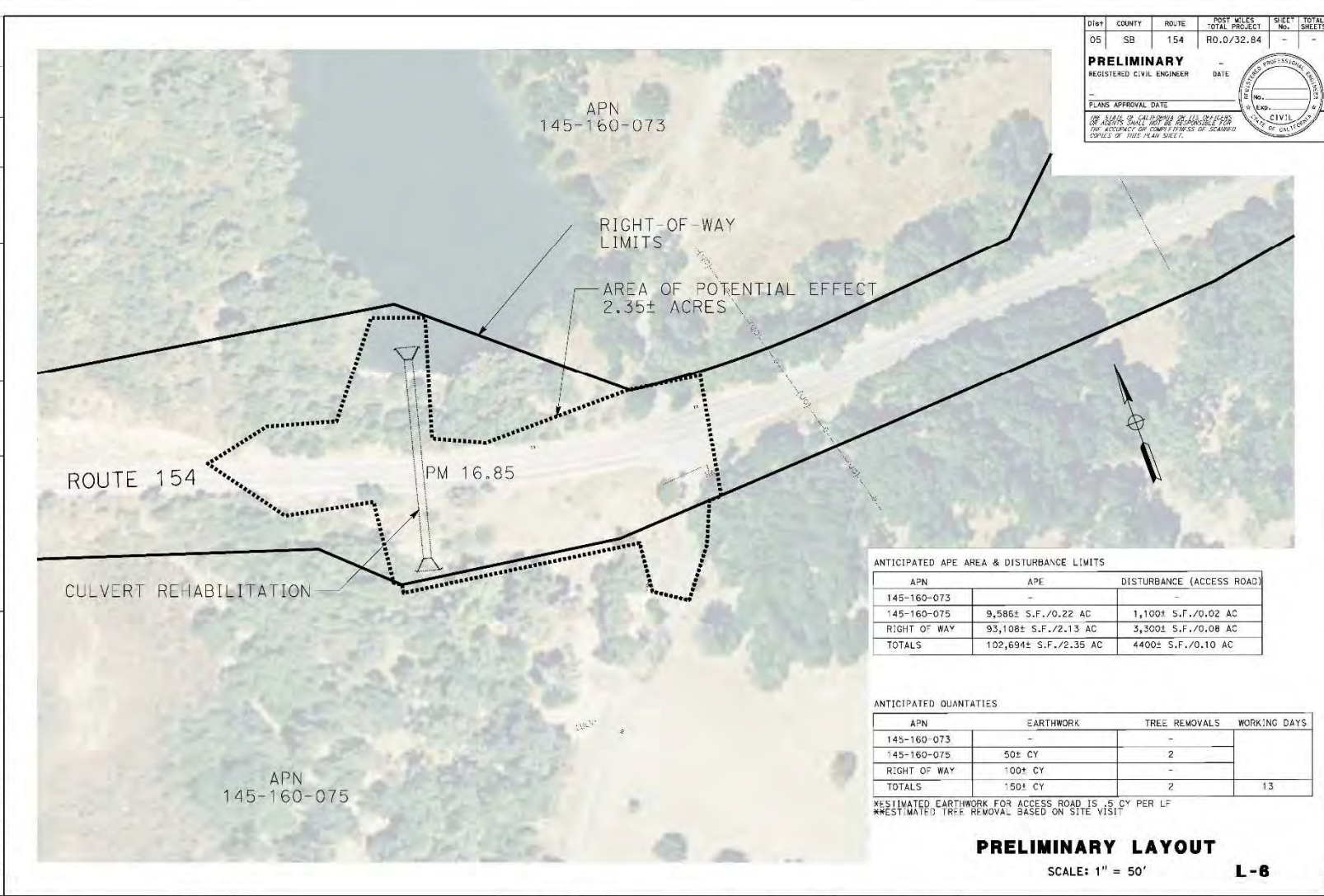
ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
141-230-023	-	-	-
141-230-020	-	-	-
RIGHT OF WAY	-	-	-
TOTALS	-	-	5

*EXCAVATION LIMITED TO TYPICAL CUT & COVER AND RSP PLACEMENT

PRELIMINARY LAYOUT
 SCALE: 1" = 50'
L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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 JEFFREY PAYNE
 DESIGNED BY
 MARK DAVIS
 REVISIONS BY
 DATE REVISION



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE _____ DATE _____

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ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
145-160-073	-	-
145-160-075	9,586± S.F./0.22 AC	1,100± S.F./0.02 AC
RIGHT OF WAY	93,108± S.F./2.13 AC	3,300± S.F./0.08 AC
TOTALS	102,694± S.F./2.35 AC	4400± S.F./0.10 AC

ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
145-160-073	-	-	13
145-160-075	50± CY	2	
RIGHT OF WAY	100± CY	-	
TOTALS	150± CY	2	

*ESTIMATED EARTHWORK FOR ACCESS ROAD IS .5 CY PER LF
 **ESTIMATED TREE REMOVAL BASED ON SITE VISIT

PRELIMINARY LAYOUT
 SCALE: 1" = 50'
L-6

DESIGN

REVISIONS:

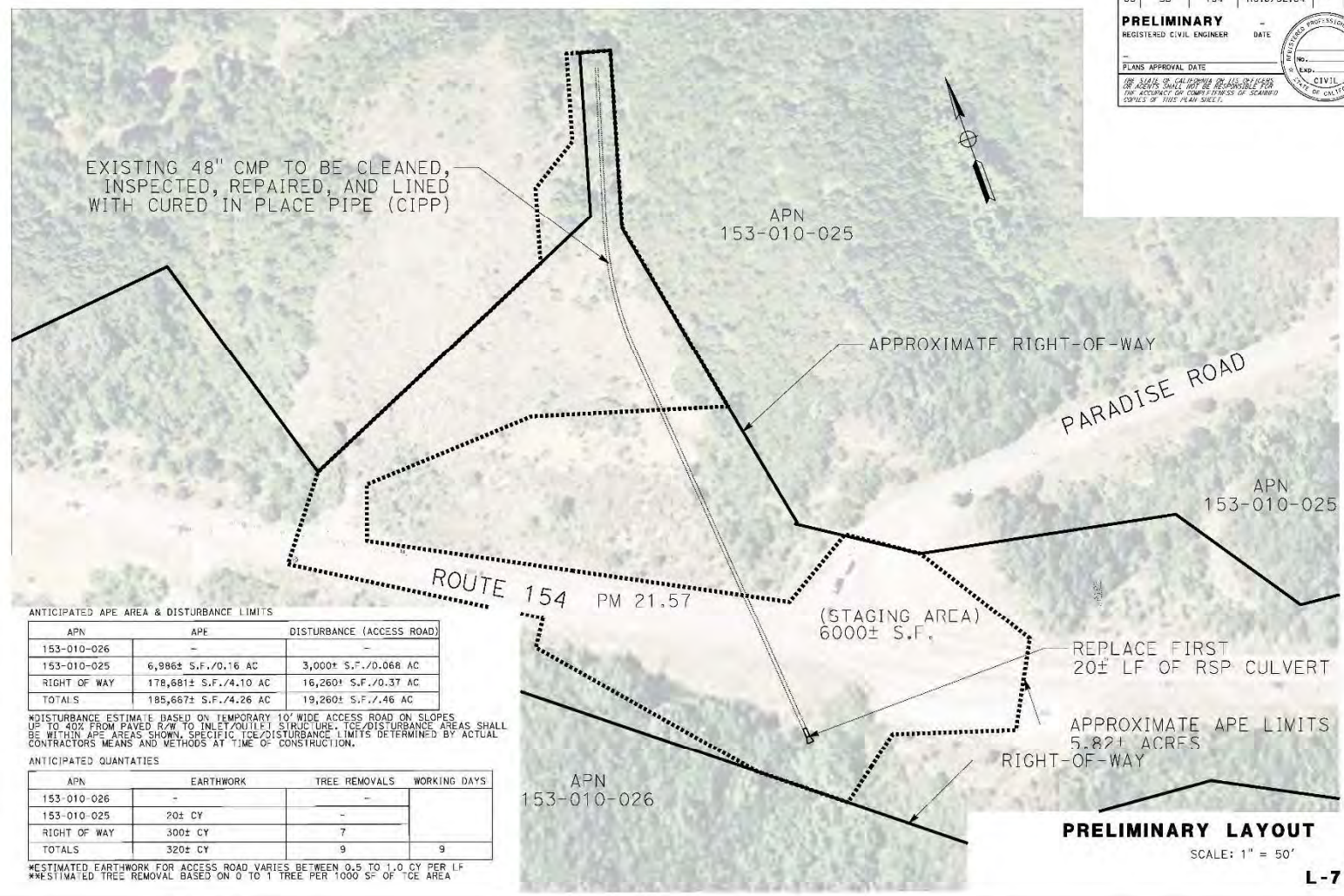
NO.	DATE	BY	REVISION
1			

DESIGNED BY: MARK DAVIS

CHECKED BY: JEFFREY PAYNE

APPROVED BY: SCOTT MORRIS

DATE REVISED:



ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
153-010-026	-	-
153-010-025	6,986± S.F./0.16 AC	3,000± S.F./0.068 AC
RIGHT OF WAY	178,681± S.F./4.10 AC	16,260± S.F./0.37 AC
TOTALS	185,667± S.F./4.26 AC	19,260± S.F./.46 AC

*DISTURBANCE ESTIMATE BASED ON TEMPORARY 10' WIDE ACCESS ROAD ON SLOPES UP TO 40% FROM PAVED R/W TO INLET/OUTLET STRUCTURE. TCE/DISTURBANCE AREAS SHALL BE WITHIN APE AREAS SHOWN. SPECIFIC TCE/DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTORS MEANS AND METHODS AT TIME OF CONSTRUCTION.

ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-010-026	-	-	-
153-010-025	20± CY	-	-
RIGHT OF WAY	300± CY	7	-
TOTALS	320± CY	9	9

*ESTIMATED EARTHWORK FOR ACCESS ROAD VARIES BETWEEN 0.5 TO 1.0 CY PER LF
 **ESTIMATED TREE REMOVAL BASED ON 0 TO 1 TREE PER 1000 SF OF TCE AREA

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER

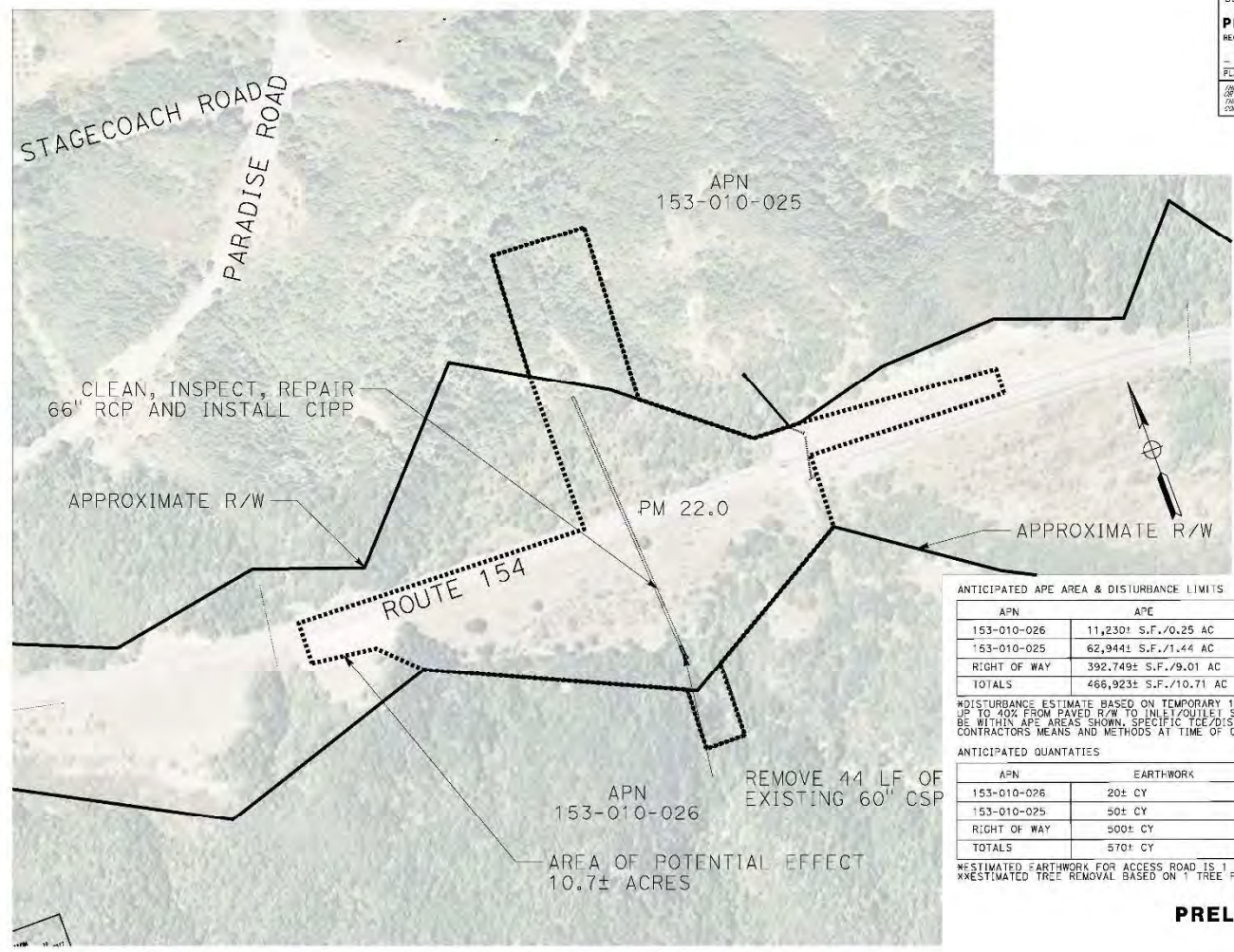
DATE: _____

PLANS APPROVAL DATE: _____

NO. _____
 EXP. DATE: _____

CIVIL ENGINEER

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
 SCOTT MORRIS
 CHECKED BY: SCOTT MORRIS
 DESIGNED BY: DAVID ALI
 REVISIONS: MARK DAVIS
 REVISOR: JEFFREY PAYNE
 DATE:



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER DATE: _____
 PLANS APPROVAL DATE: _____
THE STATE OF CALIFORNIA AND ALL ITS AGENTS OR ASSAULTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF DRAWING COPIES OF THESE PLAN SHEETS.

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
153-010-026	11,230± S.F./0.25 AC	2,000± S.F./0.04 AC
153-010-025	62,944± S.F./1.44 AC	12,000± S.F./0.27 AC
RIGHT OF WAY	392,749± S.F./9.01 AC	9000± S.F./0.20 AC
TOTALS	466,923± S.F./10.71 AC	23,000± S.F./0.51 AC

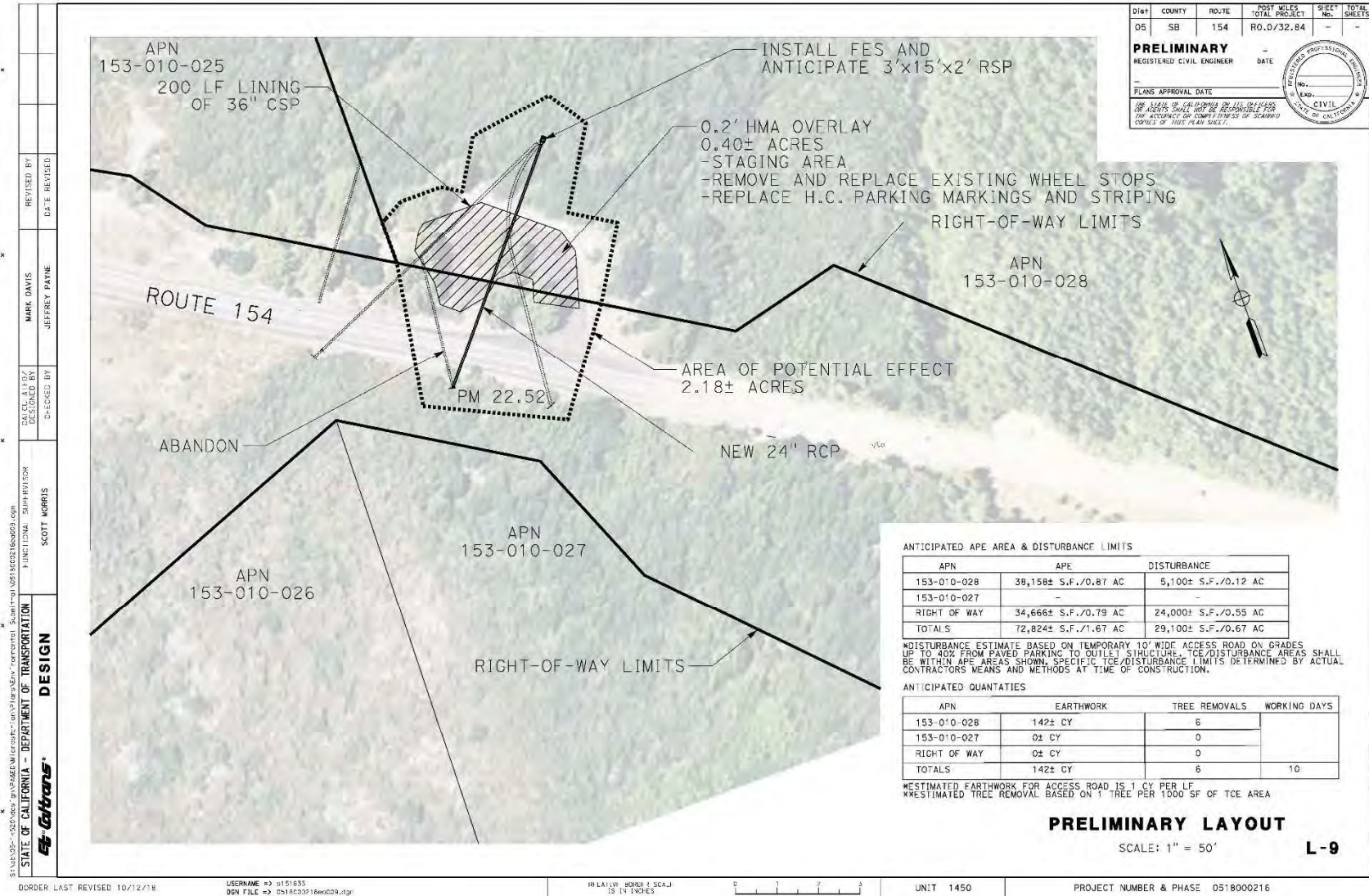
DISTURBANCE ESTIMATE BASED ON TEMPORARY 10' WIDE ACCESS ROAD ON SLOPES UP TO 40% FROM PAVED R/W TO INLET/OUTLET STRUCTURE. TCE/DISTURBANCE AREAS SHALL BE WITHIN APE AREAS SHOWN. SPECIFIC TCE/DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTORS MEANS AND METHODS AT TIME OF CONSTRUCTION.

ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-010-026	20± CY	3	
153-010-025	50± CY	5	
RIGHT OF WAY	500± CY	20	
TOTALS	570± CY	28	16

*ESTIMATED EARTHWORK FOR ACCESS ROAD IS 1 CY PER LF
 *ESTIMATED TREE REMOVAL BASED ON 1 TREE PER 1000 SF OF TCE AREA

PRELIMINARY LAYOUT
 SCALE: 1" = 100'
L-8



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
REGISTERED CIVIL ENGINEER - DATE -

PLANS APPROVAL DATE -

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REGISTERED PROFESSIONAL ENGINEER
No. _____
Exp. DATE 06/30/2019
CIVIL ENGINEER

DESIGN

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

SCOTT MORRIS

MARK DAVIS

JEFFREY PAYNE

DA'E REVISED

DESIGNED BY

CHECKED BY

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FUNCTION: SUPPLEMENTAL

DATE PLOTTED: 26-DEC-2022

TIME PLOTTED: 16:12

MM-DD-YY

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE
153-010-028	38,158± S.F./0.87 AC	5,100± S.F./0.12 AC
153-010-027	-	-
RIGHT OF WAY	34,666± S.F./0.79 AC	24,000± S.F./0.55 AC
TOTALS	72,824± S.F./1.67 AC	29,100± S.F./0.67 AC

DISTURBANCE ESTIMATE BASED ON TEMPORARY 10' WIDE ACCESS ROAD ON GRADES UP TO 40% FROM PAVED PARKING TO GULLY STRUCTURE. TCE DISTURBANCE AREAS SHALL BE WITHIN APE AREAS SHOWN. SPECIFIC TCE/DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTOR MEANS AND METHODS AT TIME OF CONSTRUCTION.

ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-010-028	142± CY	6	10
153-010-027	0± CY	0	
RIGHT OF WAY	0± CY	0	
TOTALS	142± CY	6	

ESTIMATED EARTHWORK FOR ACCESS ROAD IS 1 CY PER LF
ESTIMATED TREE REMOVAL BASED ON 1 TREE PER 1000 SF OF TCE AREA

PRELIMINARY LAYOUT

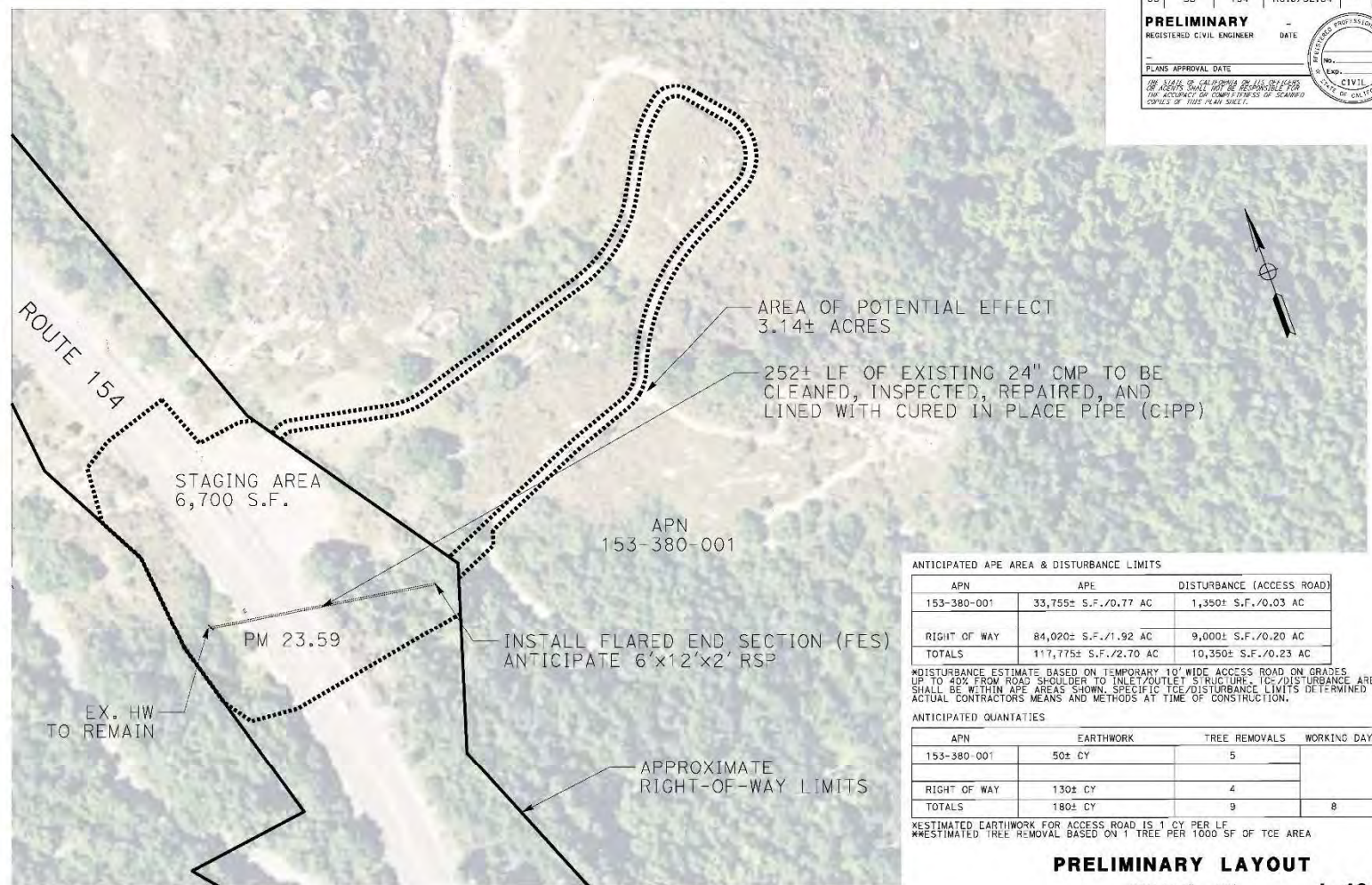
SCALE: 1" = 50'

L-9

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

DESIGNED BY: MARK DAVIS
 CHECKED BY: JEFFREY PAYNE
 REVISIONS: -
 DATE REVISED: -

FUNCTIONAL SURVEYOR: SCOTT MORRIS
 DATE: 10/12/16



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER - DATE -
 PLANS APPROVAL DATE -

THE STATE OF CALIFORNIA AND ALL ITS AGENTS OR AGENCIES SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THESE PLANS SHEETS.

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
153-380-001	33,755± S.F./0.77 AC	1,350± S.F./0.03 AC
RIGHT OF WAY	84,020± S.F./1.92 AC	9,000± S.F./0.20 AC
TOTALS	117,775± S.F./2.70 AC	10,350± S.F./0.23 AC

*DISTURBANCE ESTIMATE BASED ON TEMPORARY 10' WIDE ACCESS ROAD ON GRADES UP TO 40% FROM ROAD SHOULDER TO INLET/OUTLET STRUCTURE. TCE/DISTURBANCE AREAS SHALL BE WITHIN APE AREAS SHOWN. SPECIFIC TCE/DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTORS MEANS AND METHODS AT TIME OF CONSTRUCTION.

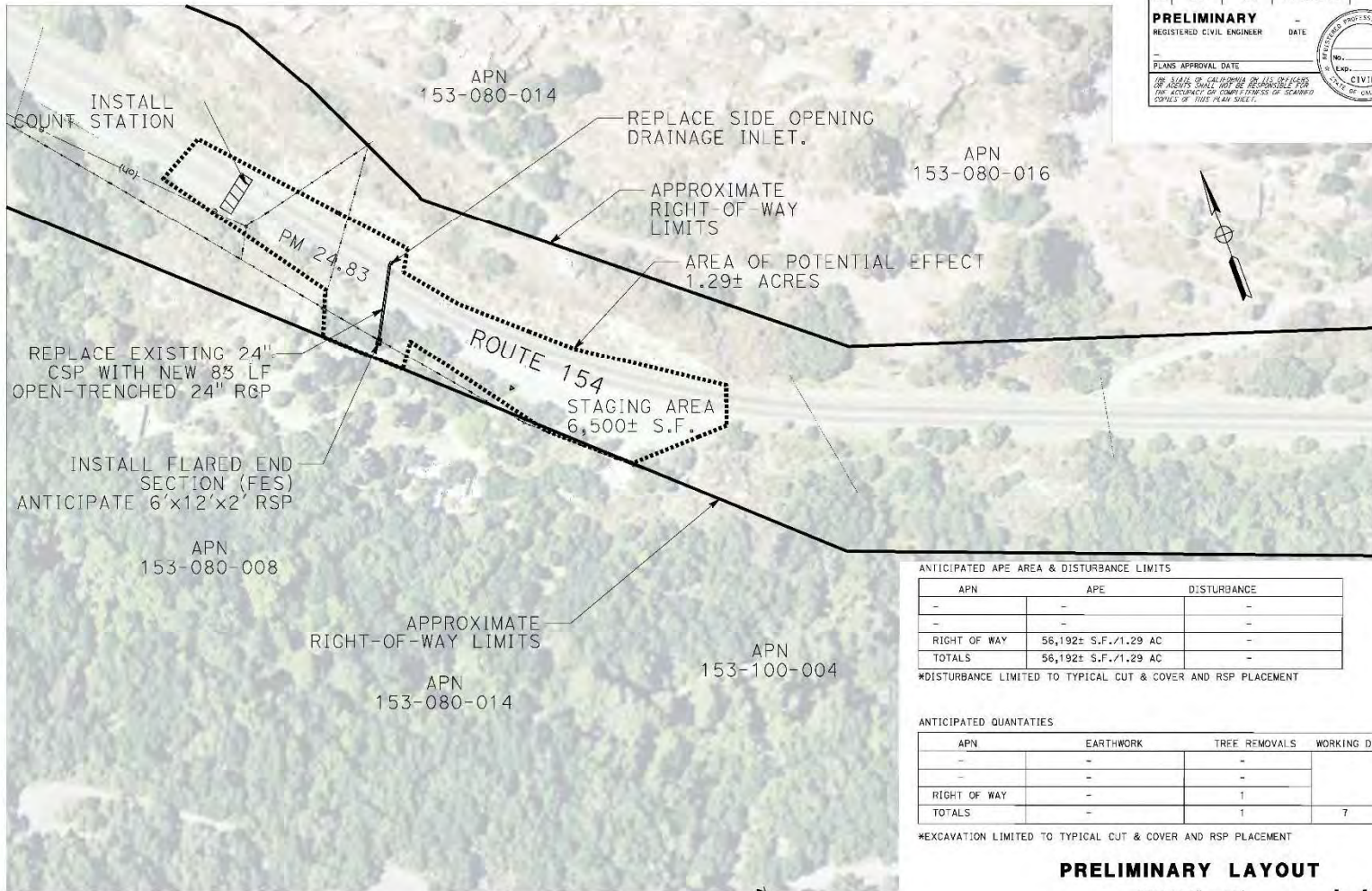
ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-380-001	50± CY	5	
RIGHT OF WAY	130± CY	4	
TOTALS	180± CY	9	8

*ESTIMATED EARTHWORK FOR ACCESS ROAD IS 1 CY PER LF
 *ESTIMATED TREE REMOVAL BASED ON 1 TREE PER 1000 SF OF TCE AREA

PRELIMINARY LAYOUT
 SCALE: 1" = 50' **L-10**

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 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
Caltrans
 FUNCTIONAL SUPERVISION
 CHECKED BY: SCOTT MORRIS
 DESIGNED BY: MARK DAVIS
 REVISIONS: 10/12/18



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: _____ DATE: _____

REGISTERED PROFESSIONAL ENGINEER
 No. _____ DATE OF EXPIRATION _____
 CAP. CIVIL ENGINEER

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

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE
-	-	-
-	-	-
RIGHT OF WAY	56,192± S.F./1.29 AC	-
TOTALS	56,192± S.F./1.29 AC	-

*DISTURBANCE LIMITED TO TYPICAL CUT & COVER AND RSP PLACEMENT

ANTICIPATED QUANTITIES

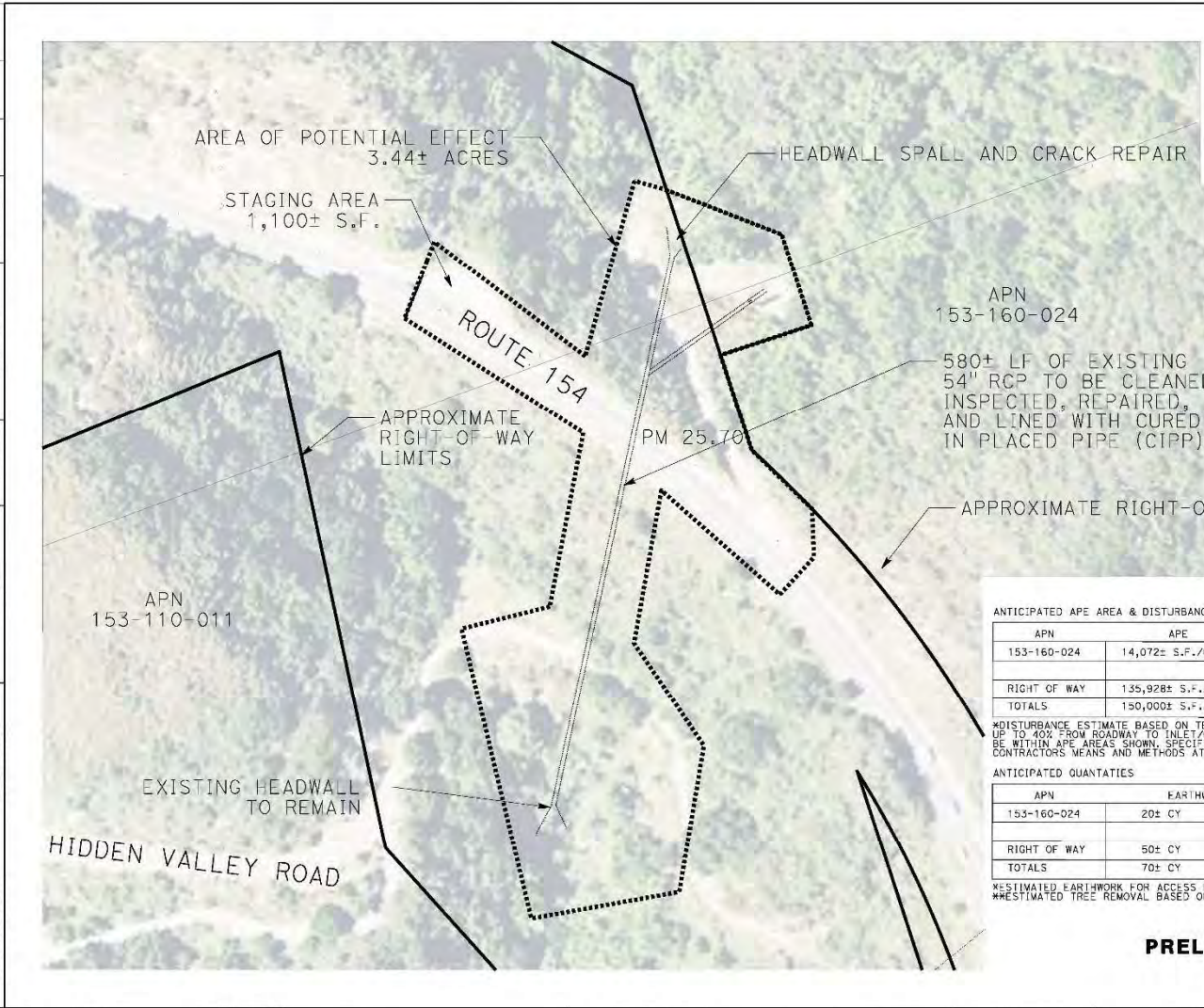
APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
-	-	-	-
-	-	-	-
RIGHT OF WAY	-	1	-
TOTALS	-	1	7

*EXCAVATION LIMITED TO TYPICAL CUT & COVER AND RSP PLACEMENT

PRELIMINARY LAYOUT
 SCALE: 1" = 50' **L-11**

LAYOUT REVISION: DATE PLOTTED => 28-DEC-2022
 MW-D0-YY TIME PLOTTED => 16:42

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 SCOTT MORRIS
 CHECKED BY
 MARK DAVIS
 REVISIONS: 2518002216.dgn
 10/12/18
 ORDER LAST REVISED 10/12/18



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____
THE STATE OF CALIFORNIA AND ALL ITS AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF DRAWING COPIES OF THESE PLANS SHEET.

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
153-160-024	14,072± S.F./0.32 AC	3,510± S.F./0.08 AC
RIGHT OF WAY	135,928± S.F./3.12 AC	13,100± S.F./0.30 AC
TOTALS	150,000± S.F./3.44 AC	16,610± S.F./0.38 AC

*DISTURBANCE ESTIMATE BASED ON TEMPORARY 10' WIDE ACCESS ROAD ON SLOPES UP TO 40% FROM ROADWAY TO INLET/OUTLET STRUCTURE. TCE/DISTURBANCE AREAS SHALL BE WITHIN APE AREAS SHOWN. SPECIFIC TCE/DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTORS MEANS AND METHODS AT TIME OF CONSTRUCTION.

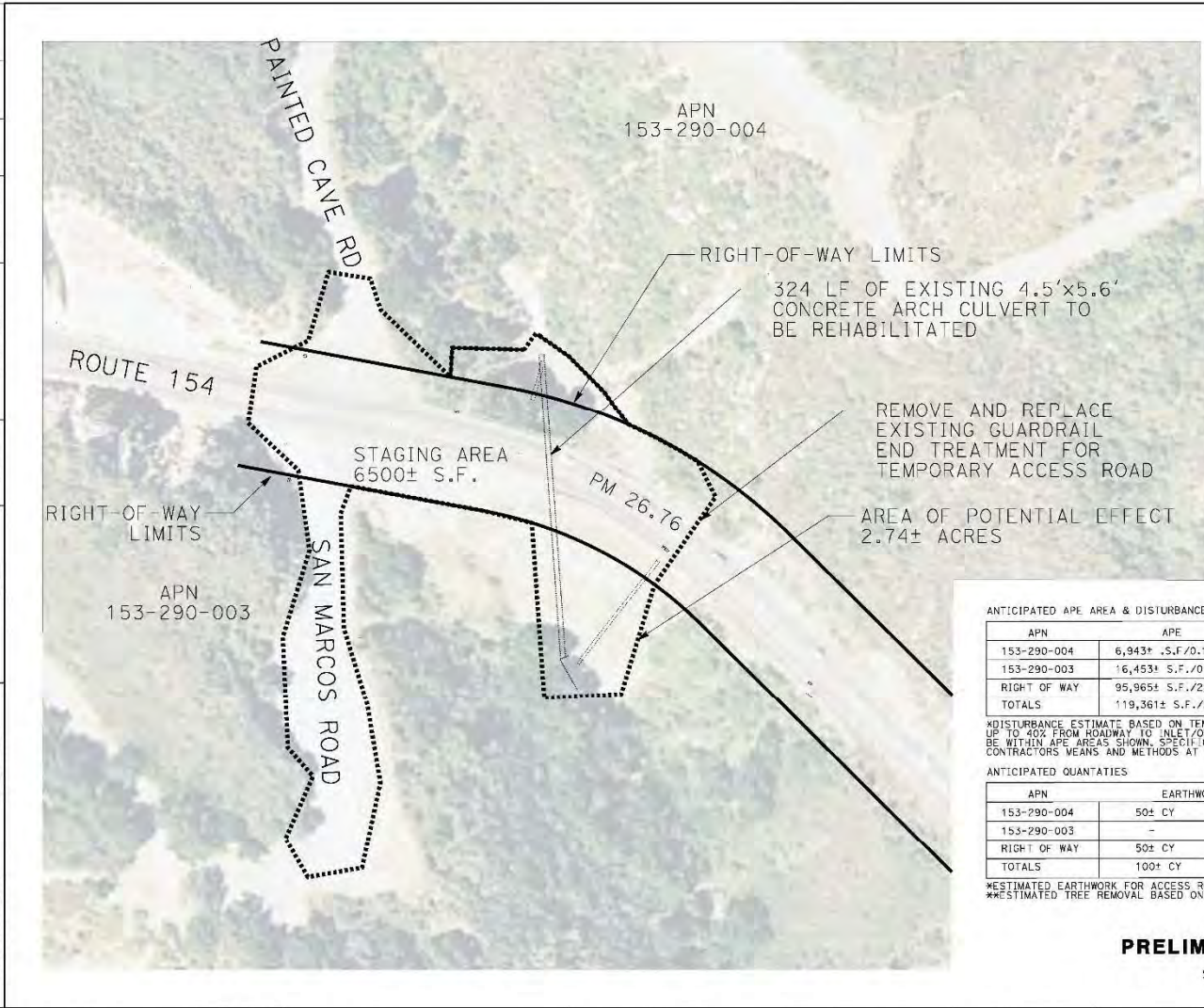
ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-160-024	20± CY	-	
RIGHT OF WAY	50± CY	13	
TOTALS	70± CY	16	13

*ESTIMATED EARTHWORK FOR ACCESS ROADS IS 0.01 CY PER LF
 *ESTIMATED TREE REMOVAL BASED ON 1 TREE PER 1000 SF OF TCE AREA

PRELIMINARY LAYOUT
 SCALE: 1" = 50'
L-12

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 SCOTT MORRIS
 CHECKED BY
 JEFFREY PAYNE
 DESIGNED BY
 MARK DAVIS
 REVISIONS:



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER - DATE -
 PLANS APPROVAL DATE -
 THE STATE OF CALIFORNIA OR ALL THE AGENTS OR ASSAULTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF DRAWING COPIES OF THESE PLANS SHEET.

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
153-290-004	6,943± S.F./0.16 AC	2,000± S.F./0.04 AC
153-290-003	16,453± S.F./0.38 AC	-
RIGHT OF WAY	95,965± S.F./2.20 AC	1,200± S.F./0.03 AC
TOTALS	119,361± S.F./2.74 AC	3,200± S.F./0.07 AC

*DISTURBANCE ESTIMATE BASED ON TEMPORARY 10' WIDE ACCESS ROAD ON GRADES UP TO 40% FROM ROADWAY TO INLET/OUTLET STRUCTURE. **DISTURBANCE AREAS SHALL BE WITHIN APE AREAS SHOWN. SPECIFIC TCE/DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTORS MEANS AND METHODS AT TIME OF CONSTRUCTION.

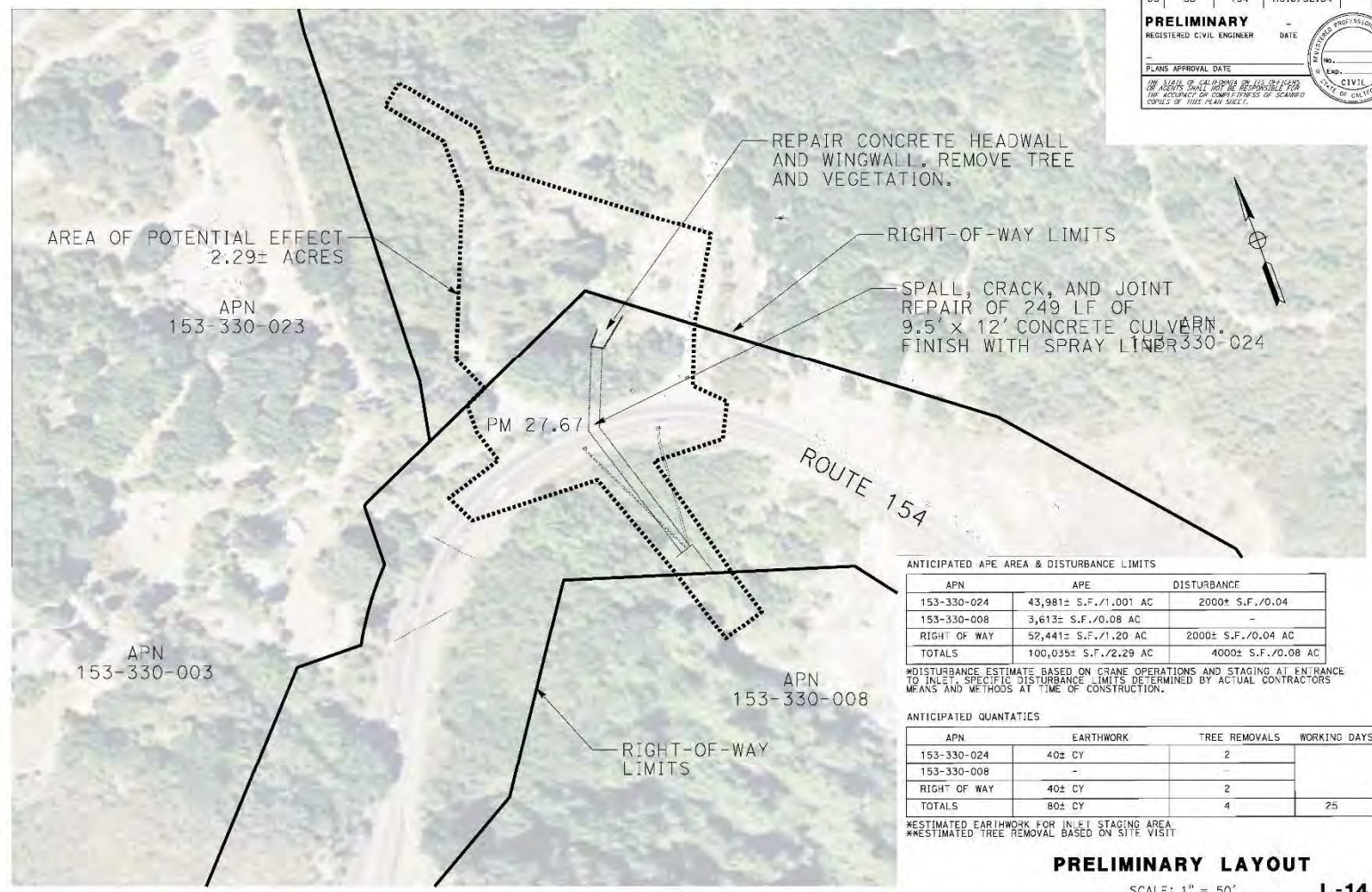
ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-290-004	50± CY	1	
153-290-003	-	0	
RIGHT OF WAY	50± CY	1	
TOTALS	100± CY	2	12

*ESTIMATED EARTHWORK FOR ACCESS ROAD IS 1 CY PER LF
 **ESTIMATED TREE REMOVAL BASED ON 1 ± TREE PER 1000 SF OF TCE AREA

PRELIMINARY LAYOUT
 SCALE: 1" = 50'
L-13

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DESIGN
 CIVIL ENGINEER
 SCOTT MORRIS
 CHECKED BY
 JEFFREY PAYNE
 DESIGNED BY
 MARK DAVIS
 REVISIONS BY
 DA'E REVISED



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
 REGISTERED CIVIL ENGINEER
 DATE: _____
 PLANS APPROVAL DATE: _____

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ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE
153-330-024	43,981± S.F./1.001 AC	2000± S.F./0.04
153-330-008	3,613± S.F./0.08 AC	-
RIGHT OF WAY	52,441± S.F./1.20 AC	2000± S.F./0.04 AC
TOTALS	100,035± S.F./2.29 AC	4000± S.F./0.08 AC

*DISTURBANCE ESTIMATE BASED ON CRANE OPERATIONS AND STAGING AT ENTRANCE TO INLET. SPECIFIC DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTORS MEANS AND METHODS AT TIME OF CONSTRUCTION.

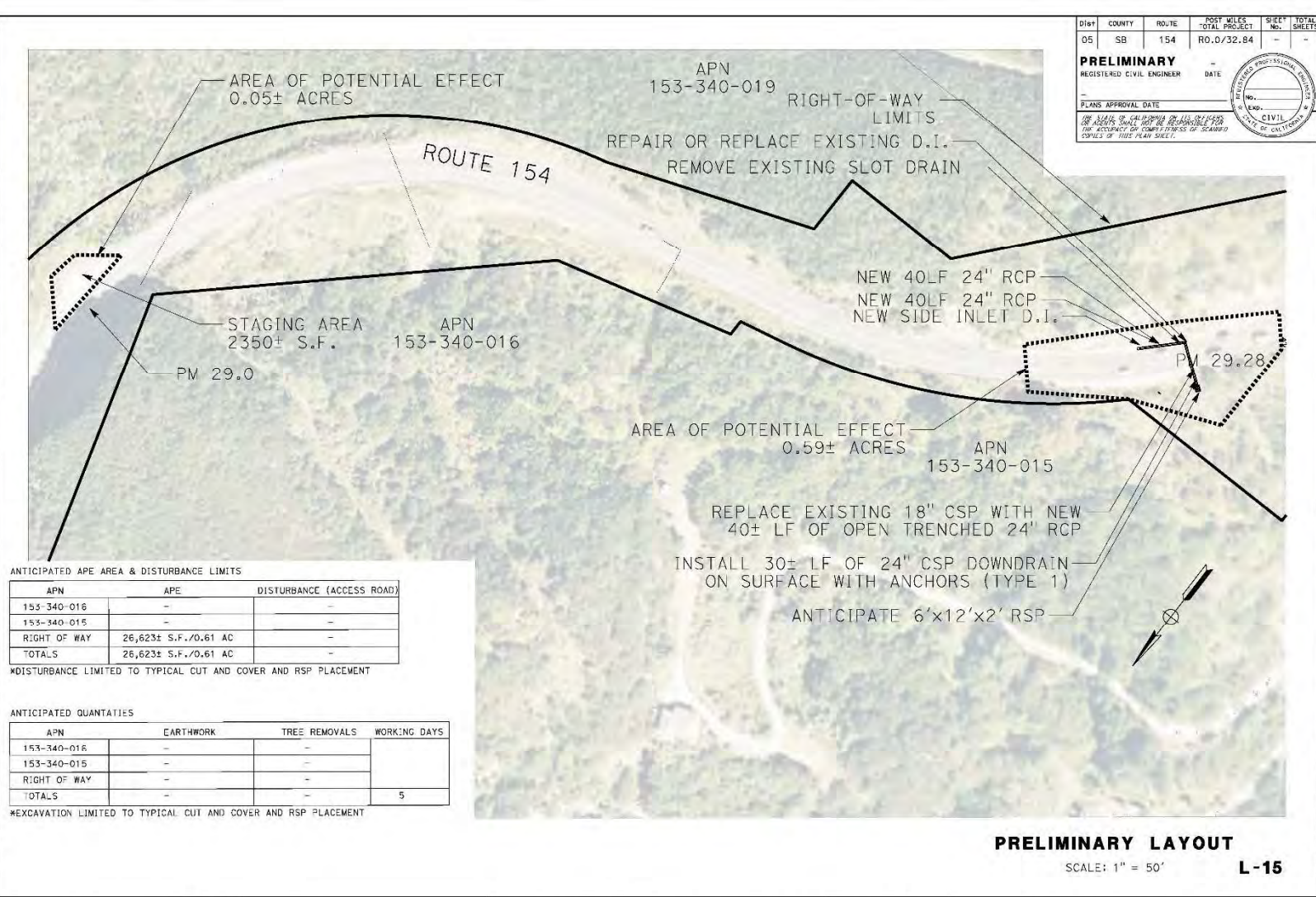
ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-330-024	40± CY	2	
153-330-008	-	-	
RIGHT OF WAY	40± CY	2	
TOTALS	80± CY	4	25

*ESTIMATED EARTHWORK FOR INLET STAGING AREA
 *ESTIMATED TREE REMOVAL BASED ON SITE VISIT

PRELIMINARY LAYOUT
 SCALE: 1" = 50'
L-14

DESIGN
Stantec
 STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 FUNCTIONAL SUPPLEMENTAL
 SCOTT MORRIS
 CHECKED BY
 MARK DAVIS
 REVISOR BY
 DA'E REVISED



DIST	COUNTY	ROUTE	POST MILES	SHEET	TOTAL
05	SB	154	RO.0/32.84	No.	SHEETS

PRELIMINARY
 REGISTERED CIVIL ENGINEER
 DATE _____
 PLANS APPROVAL DATE _____

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REGISTERED PROFESSIONAL ENGINEER
 No. _____
 EXPIRES _____
 CIVIL
 STATE OF CALIFORNIA

ANTICIPATED APE AREA & DISTURBANCE LIMITS

APN	APE	DISTURBANCE (ACCESS ROAD)
153-340-016	-	-
153-340-015	-	-
RIGHT OF WAY	26,623± S.F./0.61 AC	-
TOTALS	26,623± S.F./0.61 AC	-

DISTURBANCE LIMITED TO TYPICAL CUT AND COVER AND RSP PLACEMENT

ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-340-016	-	-	-
153-340-015	-	-	-
RIGHT OF WAY	-	-	-
TOTALS	-	-	5

EXCAVATION LIMITED TO TYPICAL CUT AND COVER AND RSP PLACEMENT

PRELIMINARY LAYOUT
 SCALE: 1" = 50'
L-15

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	SB	154	RO.0/32.84	-	-

PRELIMINARY
REGISTERED CIVIL ENGINEER

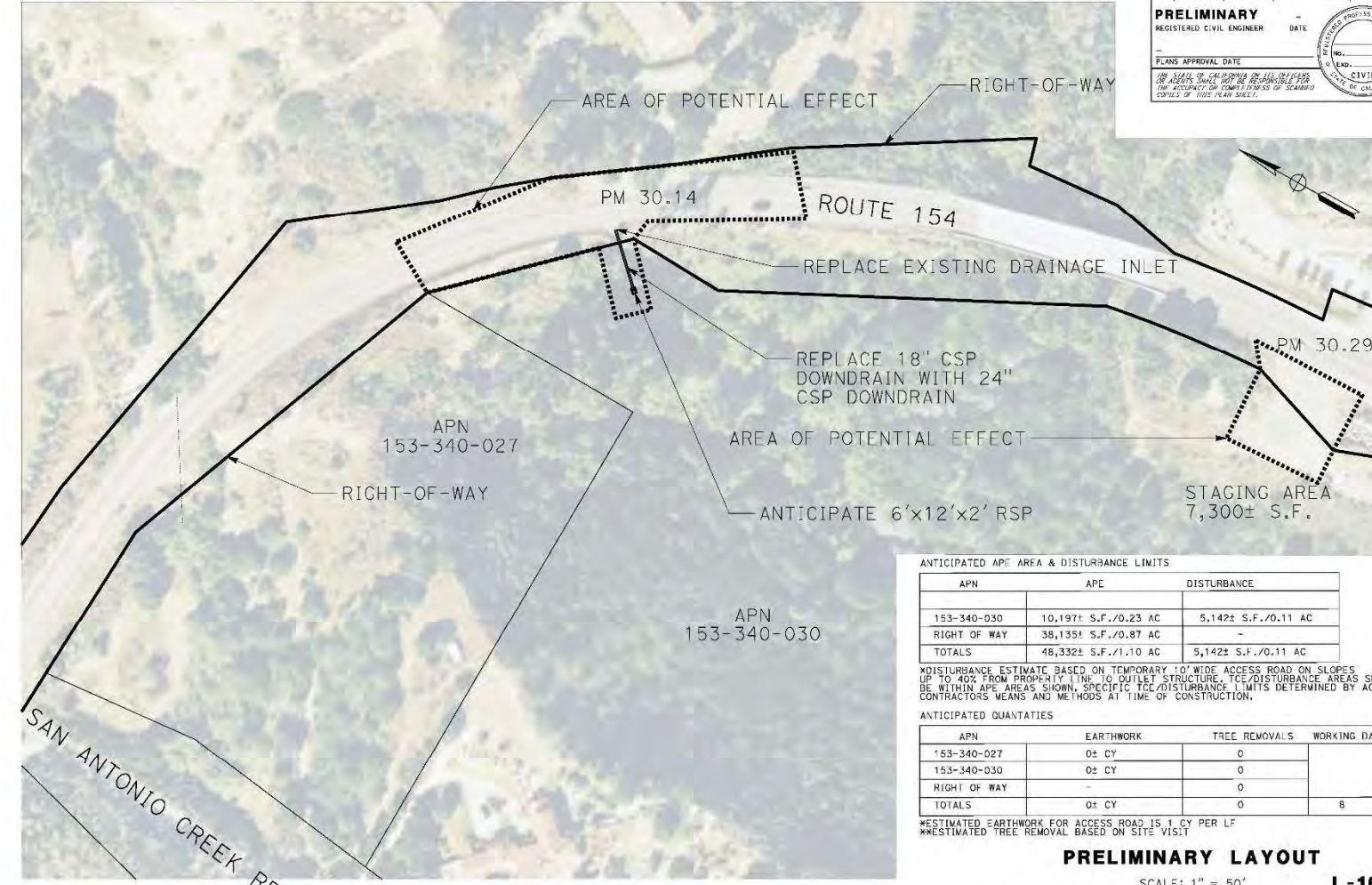
DATE: _____

PLANS APPROVAL DATE: _____

NO. _____
DATE OF QUALIFICATION _____

CIVIL
EXPIRES _____

THE SEAL OR CALCULATING ON ALL THE PLANS OR ASSETS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETION OF DRAWING COPIES OF THIS PLAN SHEET.



APN	APE	DISTURBANCE
153-340-030	10,197± S.F./0.23 AC	5,142± S.F./0.11 AC
RIGHT OF WAY	38,135± S.F./0.87 AC	-
TOTALS	48,332± S.F./1.10 AC	5,142± S.F./0.11 AC

*DISTURBANCE ESTIMATE BASED ON TEMPORARY 10' WIDE ACCESS ROAD ON SLOPES UP TO 40% FROM PROPERTY LINE TO OUTLET STRUCTURE. TCE/DISTURBANCE AREAS SHALL BE WITHIN APE AREAS SHOWN. SPECIFIC TCE/DISTURBANCE LIMITS DETERMINED BY ACTUAL CONTRACTORS MEANS AND METHODS AT TIME OF CONSTRUCTION.

ANTICIPATED QUANTITIES

APN	EARTHWORK	TREE REMOVALS	WORKING DAYS
153-340-027	0± CY	0	
153-340-030	0± CY	0	
RIGHT OF WAY	-	0	
TOTALS	0± CY	0	8

*ESTIMATED EARTHWORK FOR ACCESS ROAD IS 1 CY PER LF
**ESTIMATED TREE REMOVAL BASED ON SITE VISIT

PRELIMINARY LAYOUT

SCALE: 1" = 50'

L-16

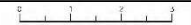
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR: SCOTT MORRIS
DESIGN

DESIGNED BY: DAVID ALI / JEFFREY PAYNE
CHECKED BY: JEFFREY PAYNE
REVISIONS: - (2) 10/12/18

ORDER LAST REVISED 10/12/18

USERNAME => d151635
DGN FILE => 2518002218eod16.dgn

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UNIT 1450

PROJECT NUMBER & PHASE 0518000216

L-16 PRELIMINARY LAYOUT DATE PLOTTED => 28-DEC-2022
 MM-DD-YY TIME PLOTTED => 16:53

Appendix G Avoidance, Minimization and/or Mitigation Summary

Aesthetics (2.1.1)

The potential for aesthetic or visual impacts to the environment as a result of the project is anticipated to be less than significant. In addition, the project will implement the following measures to further reduce potential impacts to aesthetics and visual resources.

VIS 1: Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible will be used.

VIS 2: Revegetate all disturbed areas with native plant species appropriate to each work location.

VIS 3: Replacement planting will include aesthetic considerations as well as inherent biological goals. Revegetation will include native trees and plants determined by the Caltrans Biologist and Caltrans District 5 Landscape Architecture. Revegetation will occur at the maximum extent horticulturally viable and be maintained until established.

VIS 4: All visible concrete drainage elements, including but not limited to headwalls, drain inlet aprons, etc., will be colored to blend with the surroundings and reduce reflectivity. The specific colors of these concrete elements will be determined by Caltrans District 5 Landscape Architecture.

VIS 5: All visible metal components related to down-drains and inlets, including but not limited to flared end sections, connectors, anchorage systems, safety cable systems, etc., will be darkened or colored to blend with the surroundings and reduce reflectivity. The specific color will be determined by Caltrans District 5 Landscape Architecture.

VIS 6: All visible rock slope protection will be placed in natural-appearing shapes rather than in geometric patterns to the greatest extent possible to reduce its engineered appearance.

VIS 7: Following placement of rock slope protection, the visible rock will be colored to blend with the surroundings and reduce reflectivity. The specific color will be determined by Caltrans District 5 Landscape Architecture.

VIS 8: Metal roadside elements, including but not limited to guardrail, guardrail transitions, and end treatments, will be stained or darkened to be

visually compatible with the rural setting. The color will be determined and approved by District 5 Landscape Architecture.

VIS 9: If vegetation control under guardrail is deemed necessary, then a natural material such as shale will be used. The selection of the vegetation control material will be determined and approved by District 5 Landscape Architecture.

VIS 10: The changeable message sign, including but not limited to frames, poles, truss systems, catwalks, ladders, and associated hardware, will be painted or otherwise colored to visually recede into the setting. Coloring will also include the front and side frames and back panel of the electronic sign panel itself. The color will be determined and approved in conjunction with District 5 Landscape Architecture.

VIS 11: Following construction, re-grade, and re-contour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

Air Quality (2.1.3)

The potential for air quality impacts generated by project construction activities is expected to be less than significant. The following measures will be implemented to further reduce potential impacts to air quality.

AIR 1: All applicable Caltrans standard measures and strategies for Air Quality, Emissions Reductions, Dust Control and Dust Palliative will be implemented during project construction.

Biological Resources (2.1.4)

Natural Communities and Regional Habitats of Concern

The following avoidance, minimization and mitigation measures will be implemented for the project to reduce potential impacts to natural communities and regional habitats of concerns.

NC 1: Prior to construction, Caltrans will obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife. All permit terms and conditions will be incorporated into construction plans and implemented.

NC 2: Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around jurisdictional features and the dripline of trees to be protected within the project limits. Caltrans-defined environmentally

sensitive areas will be noted on design plans and delineated in the field prior to the start of construction activities.

NC 3: Construction activities in jurisdictional waters and temporary stream diversion, if needed, will be timed to occur between June 1 and October 31 in any given year, or as otherwise directed by the regulatory agencies, when the surface water is likely to be dry or at a seasonal minimum. Deviations from this work window will be made only with permission from the relevant regulatory agencies.

NC 4: During construction, all project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor onsite at all times during construction.

NC 5: During construction, erosion control measures will be implemented. Appropriate fencing, fiber rolls, and barriers will be installed as needed between the project site and jurisdictional other waters and riparian habitat. At a minimum, erosion controls will be maintained by the contractor on a daily basis throughout the construction period.

NC 6: During construction, the staging areas will conform to Best Management Practices. At a minimum, all equipment and vehicles will be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.

NC 7: Stream contours will be restored as close as possible to their original condition.

The following measure will be implemented for the project to reduce potentially significant impacts to less than significant impacts under the California Environmental Quality Act for natural communities and habitats of concern.

NC 8: Compensatory mitigation will be included as part of the project for natural communities and regional habitats of concern impacted by the project. Compensatory mitigation will be at a ratio of 1 to 1 (acreage) for temporary impacts and a ratio of 3 to 1 (acreage) for permanent impacts. Replacement plantings will include appropriate native plant species, appropriate plant establishment period, and monitoring to ensure success. The replacement plantings strategy will be detailed in the Caltrans Landscape Planting Plan and Caltrans Mitigation and Monitoring Plan. The Mitigation and Monitoring Plan will include details for mitigation commitments and will be consistent with standards and mitigation commitments from the U.S. Army Corps of Engineers, Regional Water Quality Control Board and California Department of Fish and Wildlife. The Mitigation and Monitoring Plan will be prepared after the project has been approved and a full set of construction plans are

prepared, and will be finalized through the permit review process with regulatory agencies.

Designated Critical Habitat

The avoidance, minimization and mitigation measures described for Natural Communities and Regional Habitats of Concern will also be applicable to designated critical habitats for the California red-legged frog. Additional measures are included to further reduce potential impacts to California red-legged frog designated critical habitats.

CH 1: Habitat elements that need to be removed during construction (such as trees, snags, boulders, rocks, downed trees, or logs) will be salvaged and replace onsite, as much as feasible.

The following measure will be implemented for the project to reduce potentially significant impacts to less than significant impacts under the California Environmental Quality Act for California red-legged frog designated critical habitats.

CH 2: The project will revegetate uplands, replacing trees at a ratio of at least 3 to 1, and seeding ground disturbance areas with native grasses and forbs.

Invasive Species

The following avoidance and minimization measures will be implemented to reduce potential impacts associated with invasive species.

INV 1: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

INV 2: Only clean fill will be imported. When practicable, invasive exotic plants in the project site will be removed and properly disposed of. Any plant species rated as "High" on the Cal-IPC Invasive Plant Inventory that are removed from the construction site will be taken to a landfill to prevent the spread of invasive species. Inclusion of any species that occurs on the Cal-IPC Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project will be avoided.

INV 3: Construction equipment will be inspected to verify it is clean and weed-free by Caltrans before entering the construction site. If necessary, wash stations onsite will be established for construction equipment under the guidance of Caltrans to avoid/minimize the spread of invasive plants and/or seed within the construction area. If wash stations onsite are infeasible due to the site's space constraints, construction equipment will be cleaned offsite and then driven only on paved roads to the site.

Regional Plant Species of Concern

Santa Barbara Honeysuckle and Plummer's Baccharis

The following avoidance and minimization measures will be implemented to reduce potential impacts to special-status plant species and are applicable for the Santa Barbara honeysuckle and Plummer's baccharis.

SPS 1: Access to the construction areas will be limited to the minimum necessary to accomplish the work.

SPS 2: An environmentally sensitive area will be established onsite and maintained in areas where these special-status plant species occur.

SPS 3: In areas where impacts cannot be avoided, the contractor must first consider cutting vegetation only to ground level and avoid grubbing. This will allow the Santa Barbara honeysuckle and Plummer's baccharis to easily reestablish after construction. If grading or grubbing is required, seeds and topsoil free of noxious weeds will be collected and used for re-seeding the temporarily disturbed areas where these species occur.

Regional Animal Species of Concern

California Red-Legged Frog

The project qualifies for Federal Endangered Species Act incidental take coverage under the Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program. The following measures are the applicable measures from the Programmatic Biological Opinion that will be implemented to reduce potential impacts to the California red-legged frog.

RLF 1: Only a U.S. Fish and Wildlife Service-approved biologist shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs. Biologists authorized under this Programmatic Biological Opinion do not need to re-submit their qualifications for subsequent projects conducted pursuant to this Programmatic Biological Opinion unless the U.S. Fish and Wildlife Service has revoked their approval at any time during the life of this Programmatic Biological Opinion.

RLF 2: Ground disturbance will not begin until written approval is received from the U.S. Fish and Wildlife Service that the biologist is qualified to conduct the work, unless the individual(s) has/have been approved previously and the U.S. Fish and Wildlife Service has not revoked that approval.

RLF 3: A U.S. Fish and Wildlife Service-approved biologist shall survey the project site no more than 48 hours before the onset of work activities. If the species is found, the U.S. Fish and Wildlife Service-approved biologist shall relocate the California red-legged frog the shortest distance possible to a

location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site shall be in the same drainage to the extent practicable.

RLF 4: Before any activities begin on a project, a U.S. Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished.

RLF 5: A U.S. Fish and Wildlife Service-approved biologist shall be present at the project site until all California red-legged frogs have been removed, workers have been instructed, and initial disturbance of habitat has been completed. If work is stopped because California red-legged frogs would be affected in a manner not anticipated by Caltrans and the U.S. Fish and Wildlife Service during review of the proposed action, the Resident Engineer will be notified immediately. When work is stopped, the U.S. Fish and Wildlife Service shall be notified as soon as possible.

RLF 6: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of at the end of each work week. Following construction, all trash and debris shall be removed from work areas.

RLF 7: All refueling, maintenance and staging of non-stationary equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and not in a location from where a spill could drain directly toward aquatic habitat. If stationary equipment must be refueled within 60 feet of riparian habitat or water bodies, secondary containment Best Management Practices shall be implemented. The Caltrans biologist shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, Caltrans shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

RLF 8: Habitat contours shall be returned to a natural configuration at the end of the project activities. This measure shall be implemented in all areas disturbed by activities associated with culvert repair/replacement and drainage improvements, unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible, or modification of original contours will benefit the California red-legged frog.

RLF 9: The number of access routes, size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally sensitive areas shall be established to confine access routes and construction areas to the minimum area necessary to complete

construction, and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.

RLF 10: Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog will be minimal. For example, work that would affect large pools that may support breeding will be avoided, to the maximum degree practicable, during the breeding season (November through May).

RLF 11: To control sedimentation during and after project completion, Caltrans shall implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act received for the project.

RLF 12: If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon completion of the project.

RLF 13: Unless approved by the U.S. Fish and Wildlife Service, water shall not be impounded in a manner that may attract California red-legged frogs.

RLF 14: Project sites shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants shall be controlled to the maximum extent practicable.

RLF 15: Caltrans shall not use herbicides as the primary method to control invasive, exotic plants.

RLF 16: Upon completion of the project, Caltrans shall ensure that a Project Completion Report is completed and provided to the U.S. Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion.

Coast Range Newt, Western Pond Turtle and Two-Striped Garter Snake

The measures included for California red-legged frogs are also applicable to reduce potential impacts to the Coast Range newt, western pond turtle and two-striped garter snake. Additional measures are included to further reduce potential impacts to these species.

NTS 1: A Caltrans-approved biologist will survey the project site no more than 48 hours before the onset of work activities in drainages for the Coast Range newt and western pond turtle. If such species is found, the biologist will relocate the species the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site will be in the same drainage to the extent practicable.

NTS 2: Before any project activities begin, a Caltrans-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the Coast Range newt and western pond turtle and their habitat, the specific measures that are being implemented to conserve these species for the current project, and the boundaries within which the project may be accomplished.

Northern California Legless Lizard, Coast Horned Lizard, Coast Patch-Nosed Snake, and Western Spadefoot Toad

The following avoidance and minimization measures will be included for the coast horned lizard, coast patch-nosed snake and western spadefoot toad to reduce potential impacts to these species.

LST 1: Prior to construction, a qualified biologist will survey the area of potential effect and, if present, capture and relocate any western spadefoot toad, coast horned lizard, or coast patch-nosed snake to the nearest suitable habitat outside of the area of potential effect. Observations of Species of Special Concern or other special-status species will be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.

LST 2: The project plans will delineate environmentally sensitive areas to minimize impacts to sensitive areas and species by limiting access to the minimum required for construction within the area of potential effect. No vehicle access within the environmentally sensitive areas will be permitted.

LST 3: Prior to construction, Caltrans will acquire a Streambed Alteration Agreement from the California Department of Fish and Wildlife pursuant to Fish and Game Code Section 1600 et seq. and will incorporate any additional measures relating to these species not otherwise addressed in the Natural Environment Study.

The following additional avoidance and minimization measures will be included for the Northern California legless lizard:

CLL 1: A qualified biologist will conduct preconstruction surveys for legless lizards no more than 48 hours before initial ground disturbance proposed within coast live oak woodlands and/or prior to tree removal. Where feasible,

this survey will include systematic subsurface searching (raking suitable habitat) because legless lizards are fossorial.

CLL 2: If any legless lizards are discovered during preconstruction surveys, they will be relocated to a nearby area with suitable habitat similar to where they were discovered. Also, if discovered during preconstruction surveys, a qualified biologist will be present during oak tree removal to safely relocate any legless lizards that could be uncovered during tree removal.

San Diego Desert Woodrat

The following avoidance and minimization measures will be included for the San Diego desert woodrat to reduce potential impacts to the species.

WR 1: Prior to implementation of proposed project activities, a preconstruction visual survey will be conducted within suitable San Diego desert woodrat habitat in the area of potential effect to determine the presence or absence of woodrat nests.

WR 2: If woodrat nests are located during this survey, avoid them, and establish an environmentally sensitive area with a 25-foot buffer around each to the extent feasible.

WR 3: To the extent feasible, project activities requiring grading or vegetation removal within the 25-foot protective buffer should occur only during the non-breeding season (October 1 to December 31) to avoid noise impacts to any breeding woodrats that may occupy the nest from January through September.

WR 4: If project activities cannot avoid impacting or removing the nest, then the nest should be dismantled by hand prior to grading or vegetation removal activities. The dismantling will occur during the non-breeding season (October 1 to December 31) and be conducted so that the nest material is removed starting on the side where most impacts will occur and ending on the side where the most habitat will be undisturbed, which will allow for any woodrats in the nest to escape into adjacent undisturbed habitat.

WR 5: If young are encountered during nest dismantling, the dismantling activity should be stopped and the material replaced back on the nest and the nest should be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified biologist); once the young can fend for themselves, the nest dismantling can continue.

WR 6: Prior to construction, Caltrans will acquire a Streambed Alteration Agreement from the California Department of Fish and Wildlife pursuant to Fish and Game Code Section 1600 et seq. and will incorporate any additional measures relating to this species not otherwise addressed in the Natural Environment Study.

American Badger

The following avoidance and minimization measures will be included for the American badger to reduce potential impacts to the species.

AMB 1: No less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities, a qualified biologist will conduct a survey to determine if any American badger dens are present at the project site. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, will be monitored for three days with tracking medium and/or camera traps to determine the current use. If no American badger activity is observed during this period, the den will be destroyed immediately to preclude subsequent use. If American badger activity is observed at the den during this period, the den will be monitored for at least five consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity. Only when the den is determined to be unoccupied will the den be excavated under the direction of the biologist. No disturbance of active dens will take place when cubs may be present and dependent on parental care.

AMB 2: Any observations of occupied badger dens or American badgers within the project area will be reported to the California Department of Fish and Wildlife by the project biologist.

AMB 3: No rodent control pesticides will be used, including anticoagulant rodenticides such as brodifacoum, bromadiolone, difethialone, and difenacoum. This is necessary to minimize the possibility of primary or secondary poisoning of American badgers or other special-status species.

Grasshopper Sparrow, California Spotted Owl, and Other Nesting Birds

The following measures apply to all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code and are applicable to reduce potential impacts to the grasshopper sparrow and California spotted owl.

BRD 1: Prior to construction, vegetation removal will be scheduled to occur from September 2 to January 31, outside of the typical nesting bird season, if possible, to avoid potential impacts to nesting birds. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 1), a nesting bird survey will be conducted by a biologist determined qualified by Caltrans no more than 10 calendar days prior to construction. If an active nest is found, Caltrans will implement an appropriate buffer based on the habits and needs of the species. The buffer area will be implemented until a qualified biologist has determined that juveniles have fledged or nesting activity has otherwise ceased.

BRD 2: During construction, active bird nests will not be disturbed and eggs or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time.

BRD 3: Trees to be removed will be noted on design plans. Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around the dripline of trees to be protected within project limits.

BRD 4: All clearing/grubbing and vegetation removal will be monitored and documented by the biological monitor(s) regardless of time of year.

BRD 5: If an active nest for the California spotted owl is observed within 100 feet of the area of potential effect, all project activities will immediately cease while Caltrans coordinates with applicable regulatory agencies and determines if additional measures are necessary.

Roosting Bats

The following avoidance and minimization measures will be implemented to reduce potential impacts to roosting bats.

BAT 1: Tree removal will be scheduled to occur from September 2 to January 31, outside of the typical bat maternity roosting season, if possible, to avoid potential impacts to roosting bats. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the bat maternity roosting season (February 1 to September 1), a bat roost survey will be conducted by a biologist determined qualified by Caltrans within 14 days prior to construction. The biologist(s) conducting the preconstruction surveys will also identify the nature of the bat use (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. If an active day roost is found, a qualified Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that roosting activity has ceased or exclusionary methods have successfully evicted roosting bats.

BAT 2: Prior to any culvert construction activities at post miles 16.85, 22.0, 25.70, 26.76, and 27.67, a preconstruction survey for roosting bats will be conducted by a biologist determined to be qualified by Caltrans within 14 days prior to construction. The biologist(s) conducting the preconstruction surveys will identify the nature of the bat use (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. The qualified biologist will provide oversight on exclusion methods and installation and will determine whether exclusionary methods have successfully evicted roosting bats.

BAT 3: If bats are found by a qualified biologist to be maternity roosting, active bat maternity roosts will not be disturbed or destroyed until pups are

volant (capable of flight). In areas where an occupied roost can be avoided, readily visible exclusion zones will be established using environmentally sensitive area fencing. The size/radius of the exclusion zone(s) will be determined by a qualified biologist.

Geology and Soils (2.1.7)

The project will implement the following measure to reduce potential impacts associated with soil erosions.

GEO 1: The project will include a Stormwater Pollution Prevention Plan and Best Management Practices as part of Caltrans Standard Measures to address specific sediment and erosion controls during project construction. The project will install appropriate sediment and erosion control barriers at active construction sites, and the barriers will be maintained until construction activities are completed at those sites.

Greenhouse Gas Emissions (2.1.8)

The potential for greenhouse gas impacts generated by project construction activities will be reduced with the implementation of the following minimization measures.

GHG 1: All construction activities will comply with all district rules, regulations and ordinances, and statutes of the California Air Resources Board to reduce and minimize construction greenhouse gas emissions (i.e., restrictions on idling equipment, properly maintained equipment, and appropriate point sources for materials, etc.).

GHG 2: All applicable Caltrans standard measures and strategies for emissions reductions will be implemented to reduce construction-generated greenhouse gas emissions. Additional Caltrans strategies and techniques for the reduction of construction emissions will be implemented where feasible and appropriate.

Hazards and Hazardous Materials (2.1.9)

Hazardous Materials

The following minimization measure will be implemented for potential hazardous waste materials.

HAZ 1: Treated wood waste and any other hazardous waste issues common to highway construction projects will be appropriately handled, transported, and disposed of in accordance with Caltrans Standard Specifications. If required, more detailed hazardous waste investigations will be conducted prior to project construction to confirm the presence or absence of any pre-existing potentially hazardous waste materials.

Emergency Response and Evacuations

The following minimization measure will be implemented for Emergency Response and Evacuations.

HAZ 2: The project will include Caltrans Standard Measures and Caltrans Standard Specifications related to unanticipated emergency events to accommodate emergency responses or emergency evacuations when needed. In addition, the project will coordinate with local and regional emergency responders prior to and during construction.

Wildland Fires

The following minimization measure will be implemented for potential wildland fire.

HAZ 3: The project will include Caltrans Standard Specifications related to fire prevention and fire safety to minimize the potential of igniting nearby vegetation during construction activities, along with implementing the California Division of Safety and Health – Fire Protection and Prevention Guidance.

Noise (2.1.13)

The project will implement the following minimization measure to reduce potential impacts associated with construction-generated noise.

NOI 1: The project will include all Caltrans Standard Measures and strategies related to noise and vibration control to minimize noise-related disturbances caused by construction activities. Construction activities are not to exceed 86 decibel maximum sound levels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

Transportation (2.1.17)

The following measure will be implemented to minimize potential impacts to transportation and travelers as a result of project construction.

TRS 1: The project will include Caltrans Standard Measures for temporary traffic control in addition to implementing the strategies found in the required Transportation Management Plan to ensure traffic and emergency access is maintained on State Route 154 during project construction. In addition, the project will coordinate with local and regional emergency responders prior to and during construction.

Wildfire (2.1.20)

The measures identified for Transportation (Section 2.1.17) will also be applicable for wildfire. The following additional minimization measure will be implemented for wildfire.

WF 1: The project will include Caltrans Standard Specifications related to fire prevention and fire safety to minimize the potential for unintentional fires during construction, as well as implementing the California Division of Safety and Health – Fire Protection and Prevention Guidance.

List of Technical Studies Bound Separately (Volume 2)

- Air Quality, Greenhouse Gas, Noise and Water Quality Technical Assessment Memo (updated February 13, 2023)
- Climate Change Technical Report (updated February 14, 2023)
- Cultural Resources Screened Undertaking Memo (updated January 24, 2023)
- Hazardous Waste Initial Site Assessment Memo (updated December 30, 2022)
- Location Hydraulic Study (updated January 11, 2023)
- Natural Environment Study (updated March 15, 2023)
- Paleontological Memo (updated January 5, 2023)
- Visual Impact Assessment (updated January 23, 2023)
- Addendum to the District Preliminary Geotechnical Report (April 4, 2022)

To obtain a copy of one or more of the technical studies, reports or memos, or to obtain a copy of the Initial Study with Mitigated Negative Declaration (this document), please send your request to:

- Matthew Fowler, Environmental Branch Chief
California Department of Transportation
50 Higuera Street
San Luis Obispo, California 93401
Phone: 805-779-0793
Email: matt.c.fowler@dot.ca.gov

With your request, please include the following information:

- Your name along with a U.S postal service mailing address, a phone number and an email address that can be used to reach you.
- Indicate the project name, project ID number and/or project EA number (located on the front cover of this document) and specify which document(s) you would like a copy of.
- If you require any alternative formats, please let us know. For individuals with sensory disabilities, the documents can be made available in Braille, in large print, in audio format, or on a computer disk.



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): SR-154 Drainage Rehabilitation Project

DIST-CO-RTE: 05-SB-154

PM/PM: 0.0/32.84

EA: 05-1K520

Federal-Aid Project Number: 0518000216

Project Description

The Caltrans proposes to rehabilitate several existing drainage systems on State Route 154 in Santa Barbara County from post miles 0.0 to 32.84. In addition, the project will also involve pavement restoration and traffic monitoring improvements. See continuation sheet for more info.

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

N/A

Print Name

Signature

Date

Project Manager

N/A

Print Name

Signature

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(Enter activity number)
23 CFR 771.117(d): activity (d)(Enter activity number)
Activity (2) listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. 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.

Senior Environmental Planner or Environmental Branch Chief

Matt Fowler (Print Name), Matthew Fowler (Signature), 03/20/23 (Date)

Project Manager/ DLA Engineer

Sherri Martin (Print Name), Sherri L. Martin (Signature), 03/20/2023 (Date)

Date of Categorical Exclusion Checklist completion (if applicable): Enter date
Date of Environmental Commitment Record or equivalent: Enter date

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

Project activities will involve vegetation clearing, vegetation replanting, temporary construction access, temporary construction staging sites, temporary traffic control, pavement repaving and pavement restriping.

Culvert Improvements:

The project will repair or replace 16 drainage systems at various locations on State Route 154 to improve drainage functionality and longevity as well as protect the roadway and embankments from potential culvert failures. Culvert sizes vary from 18 inches to 125 inches in diameter, and culvert lengths vary from 36 feet to 780 feet long. The existing culvert condition, location and surrounding terrain will determine which repair or replacement method is most appropriate. It is anticipated that culverts with a diameter of 18 inches will be replaced with 24-inch-diameter culverts, while all other culverts replaced will match existing diameters. The project will also install rock slope protection at seven culvert outlet locations to improve drainage conditions. Temporary construction easements and construction of temporary access roads will be required at certain culvert locations. Permanent right-of-way acquisition is anticipated for new drainage easements required at certain culvert locations.

The project will include night work for culvert-related work at suitable locations. Night work would be implemented to help minimize temporary traffic disruptions and is expected to occur between the hours of 6:00 pm and 6:00 am. Temporary lane closures implemented during night work will follow Caltrans traffic control standards and will be included in the project's construction details. The following culvert locations will require approximately 3-5 days of night work: at post mile 0.33, 1.03, 23.59, 24.83, 29.28 and 30.14. The following culvert locations will require approximately 10 days of night work: at post mile 22.51, 25.70, and 26.76. These culvert locations have limited space and access for construction operations. The culvert at post mile 27.67 will require approximately 25 days of night work. This culvert is located at the bottom of a ravine, with very limited space and access for construction operations. The project could potentially involve 70 to 90 days of night work for all culvert related activities.

Below is a list of approximate post mile locations for each culvert site and the anticipated culvert work:

- 1) 0.33 – Replace two culvert segments, located south of the U.S. Route 101 and State Route 154 interchange.
- 2) 1.03 – Replace the existing culvert and install rock slope protection.
- 3) 6.81 – Repair and replace portions of the existing culverts.
- 4) 6.87 – Repair and replace portions of the existing culverts and install rock slope protection, located south of the Meadowvale Road intersection.
- 5) 7.54 – Repair and replace portions of the existing culverts, located north of the State Route 246 and State Route 154 interchange.
- 6) 16.85 – Repair the existing culvert.
- 7) 21.57 – Repair and replace portions of the existing culvert, located at Paradise Road intersection.



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- 8) 22.00 – Repair and replace portions of the existing culvert, located south of the Paradise Road intersection.
- 9) 22.51 – Replace and repair portions of the existing culvert and install rock slope protection, located at the Rancho Cielo (Cold Springs) Vista Point.
- 10) 23.59 – Repair the existing culvert and install rock slope protection, located south of Stagecoach Road.
- 11) 24.83 – Replace the existing culvert and install rock slope protection, located south of East Camino Cielo.
- 12) 25.70 – Repair the existing culvert and install rock slope protection, located south of Hidden Valley Road.
- 13) 26.76 – Repair the existing culvert, located south of Painted Cave Road.
- 14) 27.67 – Repair the existing culvert.
- 15) 29.28 – Replace the existing culvert and install rock slope protection, located north of San Antonio Creek Road.
- 16) 30.14. – Replace the existing culvert and install rock slope protection, located south of San Antonio Creek Road.

Traffic Monitoring:

The project will install a new changeable message sign at post mile 6.18 in Los Olivos, just south of the intersection of State Route 154 and Edison Street. The project will also replace a census station at postmile 24.80 near East Camino Cielo. The new census station will include a traffic sensor on the roadway, with an accompanying solar power station and control box located off the roadway. All new traffic monitoring elements will be located within existing state right of way.

Pavement Restoration:

The project will repave the existing pavement at the Rancho Cielo (Cold Springs) Vista Point, located at post mile 22.51 on State Route 154, with 0.2-foot of hot mix asphalt. Only existing paved areas will receive the new overlay. The project will also replace the existing asphalt curbs with new asphalt curbs and restore pavement markings and striping to match existing conditions.

When construction occurs at the vista point, public access will be temporarily limited. Pavement work at the vista point would take place after the nearby culvert work is completed. It is anticipated that the culvert rehabilitation work will take up to 10 days, and the pavement work will take from 5 to 10 days to complete. It is anticipated that the vista point will be temporarily closed to the public for approximately 15 to 20 working days within a period of about 2 to 3 weeks.



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The project will include the following environmental measures:

Visual

1. Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible will be used.
2. Revegetate all disturbed areas with native plant species appropriate to each work location.
3. Replacement planting will include aesthetic considerations as well as inherent biological goals. Revegetation will include native trees and plants. Revegetation will occur at the maximum extent horticulturally viable and be maintained until established.
4. All visible concrete drainage elements, including but not limited to headwalls, drain inlet aprons, etc., will be colored to blend with the surroundings and reduce reflectivity.
5. All visible metal components related to down-drains and inlets, including but not limited to flared end sections, connectors, anchorage systems, safety cable systems, etc., will be darkened or colored to blend with the surroundings and reduce reflectivity.
6. All visible rock slope protection will be placed in natural-appearing shapes rather than in geometric patterns to the greatest extent possible to reduce its engineered appearance.
7. Following placement of rock slope protection, the visible rock will be colored to blend with the surroundings and reduce reflectivity.
8. Metal roadside elements, including but not limited to guardrail, guardrail transitions, and end treatments, will be stained or darkened to be visually compatible with the rural setting.
9. If vegetation control under guardrail is deemed necessary, then a natural material such as shale will be used.
10. The changeable message sign, including but not limited to frames, poles, truss systems, catwalks, ladders, and associated hardware, will be painted or otherwise colored to visually recede into the setting. Coloring will also include the front and side frames and back panel of the electronic sign panel itself.
11. Following construction, re-grade, and re-contour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

Air Quality

1. All applicable Caltrans standard measures and strategies for Air Quality, Emissions Reductions, and Dust Control and Dust Palliative will be implemented during project construction.



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Biology

Natural Communities

1. Prior to construction, Caltrans will obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife. All permit terms and conditions will be incorporated into construction plans and implemented.
2. Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around jurisdictional features and the dripline of trees to be protected within the project limits. Caltrans-defined environmentally sensitive areas will be noted on design plans and delineated in the field prior to the start of construction activities.
3. Construction activities in jurisdictional waters and temporary stream diversion, if needed, will be timed to occur between June 1 and October 31 in any given year, or as otherwise directed by the regulatory agencies, when the surface water is likely to be dry or at a seasonal minimum. Deviations from this work window will be made only with permission from the relevant regulatory agencies.
4. During construction, all project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor onsite at all times during construction.
5. During construction, erosion control measures will be implemented. Appropriate fencing, fiber rolls, and barriers will be installed as needed between the project site and jurisdictional other waters and riparian habitat. At a minimum, erosion controls will be maintained by the contractor on a daily basis throughout the construction period.
6. During construction, the staging areas will conform to Best Management Practices. At a minimum, all equipment and vehicles will be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.
7. Stream contours will be restored as close as possible to their original condition.
8. Compensatory mitigation will be included as part of the project for natural communities and regional habitats of concern impacted by the project. Compensatory mitigation will be at a ratio of 1 to 1 (acreage) for temporary impacts and a ratio of 3 to 1 (acreage) for permanent impacts. Replacement plantings will include appropriate native plant species, appropriate plant establishment period, and monitoring to ensure success.
9. Habitat elements that need to be removed during construction (such as trees, snags, boulders, rocks, downed trees, or logs) will be salvaged and replace onsite, as much as feasible.



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10. The project will revegetate uplands, replacing trees at a ratio of at least 3 to 1, and seeding ground disturbance areas with native grasses and forbs.

Invasive Species

11. During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.
12. Only clean fill will be imported. When practicable, invasive exotic plants in the project site will be removed and properly disposed of. Any plant species rated as "High" on the Cal-IPC Invasive Plant Inventory that are removed from the construction site will be taken to a landfill to prevent the spread of invasive species. Inclusion of any species that occurs on the Cal-IPC Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project will be avoided.
13. Construction equipment will be inspected to verify it is clean and weed-free by Caltrans before entering the construction site. If necessary, wash stations onsite will be established for construction equipment under the guidance of Caltrans to avoid/minimize the spread of invasive plants and/or seed within the construction area. If wash stations onsite are infeasible due to the site's space constraints, construction equipment will be cleaned offsite and then driven only on paved roads to the site.

Plant Species

14. Access to the construction areas will be limited to the minimum necessary to accomplish the work.
15. An environmentally sensitive area will be established onsite and maintained in areas where special-status plant species occur.

Animal Species

16. Only a U.S. Fish and Wildlife Service-approved biologist shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.
17. A U.S. Fish and Wildlife Service-approved biologist shall survey the project site no more than 48 hours before the onset of work activities. If the species is found, the U.S. Fish and Wildlife Service-approved biologist shall relocate the California red-legged frog the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site shall be in the same drainage to the extent practicable.
18. Before any activities begin on a project, a U.S. Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished.



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19. A U.S. Fish and Wildlife Service-approved biologist shall be present at the project site until all California red-legged frogs have been removed, workers have been instructed, and initial disturbance of habitat has been completed. If work is stopped because California red-legged frogs would be affected in a manner not anticipated by Caltrans and the U.S. Fish and Wildlife Service during review of the proposed action, the Resident Engineer will be notified immediately. When work is stopped, the U.S. Fish and Wildlife Service shall be notified as soon as possible.
20. During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of at the end of each work week. Following construction, all trash and debris shall be removed from work areas.
21. All refueling, maintenance and staging of non-stationary equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and not in a location from where a spill could drain directly toward aquatic habitat. If stationary equipment must be refueled within 60 feet of riparian habitat or water bodies, secondary containment Best Management Practices shall be implemented. The Caltrans biologist shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, Caltrans shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
22. Habitat contours shall be returned to a natural configuration at the end of the project activities. This measure shall be implemented in all areas disturbed by activities associated with culvert repair/replacement and drainage improvements, unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible, or modification of original contours will benefit the California red-legged frog.
23. The number of access routes, size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally sensitive areas shall be established to confine access routes and construction areas to the minimum area necessary to complete construction, and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.
24. Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog will be minimal.
25. To control sedimentation during and after project completion, Caltrans shall implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act received for the project.
26. If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water shall be released or



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pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that will allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon completion of the project.

27. Unless approved by the U.S. Fish and Wildlife Service, water shall not be impounded in a manner that may attract California red-legged frogs.
28. Project sites shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants shall be controlled to the maximum extent practicable.
29. Caltrans shall not use herbicides as the primary method to control invasive, exotic plants.
30. A Caltrans-approved biologist will survey the project site no more than 48 hours before the onset of work activities in drainages for the Coast Range newt and western pond turtle. If such species is found, the biologist will relocate the species the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site will be in the same drainage to the extent practicable.
31. Before any project activities begin, a Caltrans-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the Coast Range newt and western pond turtle and their habitat, the specific measures that are being implemented to conserve these species for the current project, and the boundaries within which the project may be accomplished.
32. Prior to construction, a qualified biologist will survey the area of potential effect and, if present, capture and relocate any western spadefoot toad, coast horned lizard, or coast patch-nosed snake to the nearest suitable habitat outside of the area of potential effect. Observations of Species of Special Concern or other special-status species will be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.
33. The project plans will delineate environmentally sensitive areas to minimize impacts to sensitive areas and species by limiting access to the minimum required for construction within the area of potential effect. No vehicle access within the environmentally sensitive areas will be permitted.
34. A qualified biologist will conduct preconstruction surveys for legless lizards no more than 48 hours before initial ground disturbance proposed within coast live oak woodlands and/or prior to tree removal. Where feasible, this survey will include systematic subsurface searching (raking suitable habitat) because legless lizards are fossorial.



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35. If any legless lizards are discovered during preconstruction surveys, they will be relocated to a nearby area with suitable habitat similar to where they were discovered. Also, if discovered during preconstruction surveys, a qualified biologist will be present during oak tree removal to safely relocate any legless lizards that could be uncovered during tree removal.
36. Prior to implementation of proposed project activities, a preconstruction visual survey will be conducted within suitable San Diego desert woodrat habitat in the area of potential effect to determine the presence or absence of woodrat nests.
37. If woodrat nests are located during this survey, avoid them, and establish an environmentally sensitive area with a 25-foot buffer around each to the extent feasible.
38. To the extent feasible, project activities requiring grading or vegetation removal within the 25-foot protective buffer should occur only during the non-breeding season (October 1 to December 31) to avoid noise impacts to any breeding woodrats that may occupy the nest from January through September.
39. If project activities cannot avoid impacting or removing the nest, then the nest should be dismantled by hand prior to grading or vegetation removal activities. The dismantling will occur during the non-breeding season (October 1 to December 31) and be conducted so that the nest material is removed starting on the side where most impacts will occur and ending on the side where the most habitat will be undisturbed, which will allow for any woodrats in the nest to escape into adjacent undisturbed habitat.
40. If young are encountered during nest dismantling, the dismantling activity should be stopped and the material replaced back on the nest and the nest should be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified biologist); once the young can fend for themselves, the nest dismantling can continue.
41. No less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities, a qualified biologist will conduct a survey to determine if any American badger dens are present at the project site. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, will be monitored for three days with tracking medium and/or camera traps to determine the current use. If no American badger activity is observed during this period, the den will be destroyed immediately to preclude subsequent use. If American badger activity is observed at the den during this period, the den will be monitored for at least five consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity. Only when the den is determined to be unoccupied will the den be excavated under the direction of the biologist. No disturbance of active dens will take place when cubs may be present and dependent on parental care.



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42. Any observations of occupied badger dens or American badgers within the project area will be reported to the California Department of Fish and Wildlife by the project biologist.
43. No rodent control pesticides will be used, including anticoagulant rodenticides such as brodifacoum, bromadiolone, difethialone, and difenacoum. This is necessary to minimize the possibility of primary or secondary poisoning of American badgers or other special-status species.
44. Prior to construction, vegetation removal will be scheduled to occur from September 2 to January 31, outside of the typical nesting bird season, if possible, to avoid potential impacts to nesting birds. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 1), a nesting bird survey will be conducted by a biologist determined qualified by Caltrans no more than 10 calendar days prior to construction. If an active nest is found, Caltrans will implement an appropriate buffer based on the habits and needs of the species. The buffer area will be implemented until a qualified biologist has determined that juveniles have fledged or nesting activity has otherwise ceased.
45. During construction, active bird nests will not be disturbed and eggs or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time.
46. Trees to be removed will be noted on design plans. Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around the dripline of trees to be protected within project limits.
47. All clearing/grubbing and vegetation removal will be monitored and documented by the biological monitor(s) regardless of time of year.
48. If an active nest for the California spotted owl is observed within 100 feet of the area of potential effect, all project activities will immediately cease while Caltrans coordinates with applicable regulatory agencies and determines if additional measures are necessary.
49. Tree removal will be scheduled to occur from September 2 to January 31, outside of the typical bat maternity roosting season, if possible, to avoid potential impacts to roosting bats. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the bat maternity roosting season (February 1 to September 1), a bat roost survey will be conducted by a biologist determined qualified by Caltrans within 14 days prior to construction. The biologist(s) conducting the preconstruction surveys will also identify the nature of the bat use (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. If an active day roost is found, a qualified Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that roosting activity has ceased or exclusionary methods have successfully evicted roosting bats.



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50. Prior to any culvert construction activities at post miles 16.85, 22.0, 25.70, 26.76, and 27.67, a preconstruction survey for roosting bats will be conducted by a biologist determined to be qualified by Caltrans within 14 days prior to construction. The biologist(s) conducting the preconstruction surveys will identify the nature of the bat use (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. The qualified biologist will provide oversight on exclusion methods and installation and will determine whether exclusionary methods have successfully evicted roosting bats.
51. If bats are found by a qualified biologist to be maternity roosting, active bat maternity roosts will not be disturbed or destroyed until pups are volant (capable of flight). In areas where an occupied roost can be avoided, readily visible exclusion zones will be established using environmentally sensitive area fencing. The size/radius of the exclusion zone(s) will be determined by a qualified biologist.

Geology

1. The project will include a Stormwater Pollution Prevention Plan and Best Management Practices as part of Caltrans Standard Measures to address specific sediment and erosion controls during project construction. The project will install appropriate sediment and erosion control barriers at active construction sites, and the barriers will be maintained until construction activities are completed at those sites.

Greenhouse Gas Emissions

1. All construction activities will comply with all district rules, regulations and ordinances, and statutes of the California Air Resources Board to reduce and minimize construction greenhouse gas emissions (i.e., restrictions on idling equipment, properly maintained equipment, and appropriate point sources for materials, etc.).
2. All applicable Caltrans standard measures and strategies for emissions reductions will be implemented to reduce construction-generated greenhouse gas emissions.

Hazardous Materials

1. Treated wood waste and any other hazardous waste issues common to highway construction projects will be appropriately handled, transported, and disposed of in accordance with Caltrans Standard Specifications. If required, more detailed hazardous waste investigations will be conducted prior to project construction to confirm the presence or absence of any pre-existing potentially hazardous waste materials.

Noise

1. The project will include all Caltrans Standard Measures and strategies related to noise and vibration control to minimize noise-related disturbances caused by



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construction activities. Construction activities are not to exceed 86 decibel maximum sound levels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

Transportation

1. The project will include Caltrans Standard Measures for temporary traffic control in addition to implementing the strategies found in the required Transportation Management Plan to ensure traffic and emergency access is maintained on State Route 154 during project construction. In addition, the project will coordinate with local and regional emergency responders prior to and during construction.

Wildfire

1. The project will include Caltrans Standard Specifications related to fire prevention and fire safety to minimize the potential of igniting nearby vegetation during construction activities, along with implementing the California Division of Safety and Health – Fire Protection and Prevention Guidance.



Categorical Exclusion Checklist

PROJECT INFORMATION

DIST-CO-RTE: 05-SB-154

PM/PM: 0.0/32.84

Fed. Aid Number (Local Project): 0518000216

EA/Project Number: 05-1K520

SECTION A: Type of CE

Use the information in this section to determine the applicable CE and corresponding activity for this project.

1. Project is a CE under CE Assignment 23 USC 326 (activity must be listed in 23 CFR 771.117 (c) or (d) list (See [Chapter 30 in the SER](#)) or included in activities listed in [Appendix A of the CE Assignment MOU](#) to be eligible for 23 USC 326).

- Yes, **Activity:** MOU (2) – replacement, modification, or repair of culverts or other drainage facilities
- No

Notes for specific activities:

- **If using (c)9**, distinguish between (c)9(i) or (c)9(ii) on the form and include copy of the emergency declaration in the file.
- **If using (c)22**, identify in the project description that all work is within operational right-of-way.
- **If using (c)23**, distinguish between (c)23(i) and (c)23(ii) on the form.
- **If using (c)26, (c)(27), or (c)(28)**, ensure that the action DOES NOT include any of the constraints found in 23 CFR 771.117(e). If it does, it may not be processed under (c)(26), (c)(27), or (c)(28), however, the project may qualify for a CE under 23 CFR 771.117(d)(13).

2. Project is a CE for a highway project under NEPA Assignment 23 USC 327 (Use only if project does not qualify under CE Assignment 23 USC 326 (activities not included in question 1)).

- Yes No

3. Independent Utility and Logical Termini

- The project complies with NEPA requirements related to connected actions and segmentation (i.e. the project must have independent utility, connect logical termini when applicable, be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made and not restrict further consideration of alternatives for other reasonably foreseeable transportation improvements). (FHWA Final Rule, "Background," Federal Register Vol. 79, No. 8, January 13, 2014.)

Categorical Exclusion Checklist

4. Categorical Exclusions Defined (23 CFR 771.117[a]).

FHWA regulation 23 CFR 771.117(a) defines categorical exclusions as actions which:

- do not induce significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resources;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns; or
- do not otherwise, either individually or cumulatively, have any significant environmental impacts.

Checking this box certifies that project meets the above definition for a Categorical Exclusion.

5. Exceptions to Categorical Exclusions/Unusual Circumstances (23 CFR 771.117[b]).

FHWA regulation 23 CFR 771.117(b) provides that any action which normally would be classified as a CE but could involve *unusual circumstances* requires the Department to conduct appropriate environmental studies to determine if the CE classification is proper. Unusual circumstances include actions that involve:

- Significant environmental impacts;
- Substantial controversy on environmental grounds;
- Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

All of the above unusual circumstances have been considered in conjunction with this project. (Choose one)

Checking this box certifies that **none of the above conditions apply** and that the project qualifies for a Categorical Exclusion.

Checking this box certifies that unusual circumstances **are involved**. However, the appropriate studies/analysis have been completed, and it has been determined that the CE classification is still appropriate.

Categorical Exclusion Checklist

SECTION B: Compliance with FHWA NEPA policy to complete all other applicable environmental requirements¹ prior to making the NEPA determination:

During the environmental review process for which this CE was prepared, all applicable environmental requirements were evaluated. Outcomes for the following requirements are identified below and fully documented in the project file. **[NOTE: EVERY SECTION BELOW MUST BE COMPLETED, DO NOT SKIP ANY SECTIONS.]**

FSTIP

- The project description on the Categorical Exemption/Categorical Exclusion Form matches the project description in the FSTIP and RTP, and the appropriate page of the FSTIP is in the project file.

Air Quality

- [Air Quality Conformity Findings Checklist](#) has been completed and project meets all applicable AQ requirements.
- For 23 USC 326 projects which require an air quality conformity determination (this will apply to certain projects under 23 CFR 771.117(c)(22), (c)(23), (c)(26), (c)(27), and (c)(28)), list the date of the Caltrans conformity determination:
- For 23 USC 327 projects, list date of FHWA concurrence on conformity determination:

Cultural Resources

- Section 106 compliance is complete.
- A Screened Undertaking Memo was prepared, or
- A Historic Properties Survey Report was prepared, and the following finding was made:
- No Historic Properties Affected No Adverse Effect with Standard Conditions
- No Adverse Effect Adverse Effect/MOA Phasing/Project PA

Noise

23 CFR 772

- Is this a Type 1 project? Yes No (skip this section.)
- Future noise levels with project either approach or exceed NAC or result in a substantial increase.
- If yes: Abatement is reasonable and feasible
- Abatement is not reasonable or feasible

¹ Please consult the SER for a complete list of applicable laws, statutes, regulations, and executive orders that must be considered before completing the CE.

Categorical Exclusion Checklist

Waters, Wetlands

Section 404 of the Clean Water Act

- Impacts to Waters of the U.S.: No Yes; anticipated approval:
 Nationwide Permit Individual Permit Regional General Permit
 Letter of Permission

Section 401 of the Clean Water Act

- Exemption Certification Not Applicable

Wetland Protection (Executive Order #11990)

- No Wetland Impact
 Permanent Wetland Impact; Only Practicable Alternative Finding is included in a separate document in the project file

Biology

USFWS, Species List Date: 05/09/22 (must be < 180 days old)

- No Effect Section 7 (Federal Endangered Species Act)

Consultation with USFWS Findings (Effect determination):

- Not Likely to Adversely Affect with USFWS Concurrence. Date: _____
 Likely to Adversely Affect with Biological Opinion Date: _____

NOAA Fisheries, Species List Date: 05-09/22 (must be < 180 days old) N/A: Project outside of NOAA jurisdiction

- No Effect Section 7 (Federal Endangered Species Act)

Consultation with NOAA Fisheries Findings (Effect determination):

- Not Likely to Adversely Affect with NOAA Fisheries Concurrence. Date: _____
 Likely to Adversely Affect with Biological Opinion Date: _____

Essential Fish Habitat (Magnuson-Stevens Act) Findings (Effect determination):

- Magnuson-Stevens Fishery Conservation and Management Act does not apply
 No Adverse Effect Adverse Effect and consultation with NOAA Fisheries

Floodplains

Floodplains (Executive Order #11988)

- No Floodplains No Significant Encroachment Significant Encroachment

Categorical Exclusion Checklist

Section 4(f) Transportation Act (23 CFR 774)

Section 4(f) regulation was considered as a part of the review for this project and a determination was made:

- Section 4(f) does not apply
 - There are no potential Section 4(f) properties in the project vicinity.
 - The properties do not meet the definition of a Section 4(f) property, the project does not "use" a Section 4(f) property, or the project meets the criteria for an exception (e.g., temporary occupancy). Document in project file or CE.
- Section 4(f) applies
 - De Minimis
 - Programmatic: Type: List one of the five categories as defined in 23 CFR 774.3
 - Individual:
 - Legal Sufficiency Review complete
 - HQ Coordinator Review Complete

Section 6(f) – Properties Acquired with Land and Water Conservation Fund grants

Was the above property purchased with grant funds from the Land and Water Conservation Fund?

- No, Section 6(f) does not apply. No additional documentation required.
- Yes: Documentation of approval from National Park Service Director (through California State Parks) has been received for the conversion/and replacement of 6(f) property.

Coastal Zone

Coastal Zone Management Act of 1972

- Not in Coastal Zone
- Qualifies for Exemptions
- Qualifies for Waiver
- Coastal Permit Required
- Consistent with Federal, State, and Local Coastal Plans
- Federal Consistency

Coast Guard – Bridge Over Navigable Waters of the U.S.

- Not applicable
- 23 USC 144(c) USCG Bridge Permit Exception
- 33 CFR 115.70 Advance Approval
- USCG Bridge Permit

Relocation and Right of Way

Relocations

- No Relocations
- Project involves Enter number relocations and will follow the provisions of the Uniform Relocation Act.

Right of Way Acquisitions/Easements

- No right of way acquisitions or easements
- Project involves 0 acquisitions and 6 easements.

Categorical Exclusion Checklist

Hazardous Waste and Materials

Are hazardous materials or contamination exceeding regulatory thresholds (as set by U.S. EPA, Cal EPA, County Environmental Health, etc.) present? Yes No

If yes, is the nature and extent of the hazardous materials or contamination fully known?

Yes No

If no, briefly discuss the plan for securing information:

SECTION C: Certification

Based on the information obtained during environmental review process and included in this checklist, the project is determined to be a Categorical Exclusion pursuant to the National Environmental Policy Act and is in compliance with all other applicable environmental laws, regulations, and Executive Orders.

Prepared by:

Geramaldi

Associate Environmental Planner



Signature

03/20/23

Date

**APPENDIX 5E SBCAG SHOPP Grouped Project Listings - Roadway Preservation
2021 FTIP**

Figures in thousands

Roadway Preservation (FTIP Grouped Project ID: SHOPP3) (CTIPS ID: 208-0000-0155)

Dist.	County	Route	Post Miles	Location/Description	EA	PPNO	FTIP Individual Project ID	Phase	Prior	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Project Cost	
05	Santa Barbara	101	4.4/7.7	In Santa Barbara County, near Carpinteria and Summerland, from 0.9 miles south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Rehabilitate roadway.	1C822	2426A	CT132	PE	\$ 4,370	\$ -	\$ -			\$ 73,140	
								ROW	\$ 700	\$ -	\$ -				
								CONST	\$ -	\$ 73,140	\$ -				
05	Santa Barbara	101	45.5	Drainage rehabilitation near Gaviota State Park	0K330	3330	CT96	PE	\$ 2,266	\$ -	\$ -			\$ 4,711	
								ROW	\$ 391	\$ -	\$ -				
								CONST	\$ -	\$ -	\$ 4,711				
05	Santa Barbara	135	11.7/17.8	In and near Santa Maria, from Lakeview Road to Route 101. Upgrade ADA curb ramps, cold plane pavement, and place rubberized hot mix asphalt concrete (RHMA).	1G970	2629	CT104	PE	\$ 1,869	\$ -	\$ -			\$ 17,146	
								ROW	\$ 1,832	\$ 378	\$ -				
								CONST	\$ -	\$ 16,768	\$ -				
05	Santa Barbara	1, 246	19.3/20.6 ; 8.3/9.55	In Lompoc, at combined segment of Route 246 and Route 1; on Route 246, from 0.3 miles west of V St. to H St. to 12th St. Upgrade ADA curb ramps, cold plane pavement and place hot mix asphalt concrete (HMA).	1H010	2632	CT105	PE	\$ 3,630	\$ -	\$ -			\$ 10,115	
								ROW	\$ 2,460	\$ -	\$ 563				
								CONST	\$ -	\$ -	\$ 9,552				
05	Santa Barbara	101	46.2/R52.3	Near Gaviota, from 1.0 mile south of Gaviota Gorge Tunnel to 0.1 mile north of Nojoqui Creek Bridge. Rehabilitate pavement. (G13 Contingency)	1H860	2700	CT108	PE	\$ 4,808	\$ -	\$ -			\$ 77	
								ROW	\$ 74	\$ -	\$ 77				
								CONST	\$ -	\$ -	\$ -				
05	Santa Barbara	101	2.6/R4.8	In Carpinteria, from Casitas Pass Overcrossing to 0.5 mile south of South Padaro Lane. Environmental mitigation (highway planting) for EA 1C821.	1C8A1	2426Y		PE	\$ 250	\$ -	\$ -			\$ 3,300	
								ROW	\$ -	\$ -	\$ -				
								CONST	\$ -	\$ 3,300	\$ -				
05	Santa Barbara	101	2.6/R4.8	In Carpinteria, from Casitas Pass Overcrossing to 0.5 mile south of South Padaro Lane. Environmental mitigation (biological monitoring) for EA 1C821.	1C8A2	2426X		PE	\$ -	\$ -	\$ -			\$ 40	
								ROW	\$ -	\$ -	\$ -				
								CONST	\$ -	\$ -	\$ 40				
05	Santa Barbara	101	65.0/84.1	Near Los Alamos and Orcutt, from 1.8 miles north of Route 154 to 0.2 mile south of South Santa Maria Undercrossing. Rehabilitate drainage systems and lighting, and install Transportation Management System (TMS) elements.	1K510	2918		PE	\$ -	\$ 1,478	\$ -	\$ 1,586		\$ 9,908	
								ROW	\$ -	\$ -	\$ -	\$ 214	\$ 435		
								CONST	\$ -	\$ -	\$ -	\$ -	\$ 6,195		
05	Santa Barbara	154	R0.0/32.8	In Santa Barbara County, at various locations. Rehabilitate drainage systems and install Transportation Management System (TMS) elements.	1K520	2919		PE	\$ 1,926	\$ -	\$ -	\$ 2,044		\$ 17,407	
								ROW	\$ -	\$ -	\$ -	\$ 558	\$ 139		
								CONST	\$ -	\$ -	\$ -	\$ -	\$ 12,740		
05	Santa Barbara	101	R52.3/R56.1	Near Buellton, from Old Coast Highway to south of Santa Rosa Road Overcrossing. Rehabilitate pavement and drainage systems.	1K450	2902		PE	\$ 1,312	\$ -	\$ -	\$ 1,963		\$ 22,912	
								ROW	\$ -	\$ -	\$ -	\$ 189	\$ 48		
								CONST	\$ -	\$ -	\$ -	\$ -	\$ 19,400		
05	Santa Barbara	101	12.4/22.6	In and near the cities of Santa Barbara and Goleta, from south of Milpas Street Undercrossing to North Fairviwe Avenue. Rehabilitate pavement, replace bridge rail and seismic restoration, install TMS elements, rehabilitate drainage systems and enhance highway worker safety. (Long Lead)	1J900	2798		PE	\$ 3,325	\$ -	\$ -			\$ 3,325	
								ROW	\$ -	\$ -	\$ -				
								CONST	\$ -	\$ -	\$ -				
05	Santa Barbara	101	R0.0/R52.2	In and near the cities of Carpinteria and Santa Barbara, from Rincon Point Road to south of Old Coast Highway at various locations. Rehabilitate drainage systems and install TMS elements (Long Lead)	1J910	2799		PE	\$ 3,015	\$ -	\$ -			\$ 3,015	
								ROW	\$ -	\$ -	\$ -				
								CONST	\$ -	\$ -	\$ -				
									TOTAL	\$ 22,650	\$ 104,642	\$ 14,943	\$ 6,554	\$ 38,957	\$ 165,096

Notes:
Information reflects CTC programmed and approved allocations.

TOTAL BY PHASE:	FY 20/21	FY 21/22	FY 22/23	FY 23/24	TOTAL
PE:	\$ 11,056	\$ -	\$ 5,593	\$ -	\$ 16,649
ROW:	\$ 378	\$ 640	\$ 961	\$ 622	\$ 2,601
CONST:	\$ 93,208	\$ 14,303	\$ -	\$ 38,335	\$ 145,846
TOTAL:	\$ 104,642	\$ 14,943	\$ 6,554	\$ 38,957	\$ 165,096



Transportation Air Quality Conformity Findings Checklist

PROJECT INFORMATION

Project Name: Hwy 154 Drainage Improvements

DIST-CO-RTE-PM: 5-SB-154-0.0/32.84

EA: 05-1K520 **Federal Aid Number:** 0518000216

Document Type: 23 USC 326 CE 23 USC 327 CE EA EIS

CHECKLIST

Step 1. Is the project located in a nonattainment or maintenance area for ozone, nitrogen dioxide, carbon monoxide (CO), PM_{2.5}, or PM₁₀ per [EPA's Green Book](#) listing of non-attainment areas?

If no, go to Step 18. **Transportation conformity does not apply to the project.**

If yes, go to Step 2.

Step 2. Is the project exempt from conformity per [40 CFR 93.126](#) or [40 CFR 93.128](#)?

If yes, go to Step 18. **The project is exempt from all project-level conformity requirements (40 CFR 93.126 or 128)** (check one box below and identify the project type, if applicable).

40 CFR 93.126¹

Project type from Table 2: _____

40 CFR 93.128

If no, **go to Step 3.**

Step 3. Is the project exempt from regional conformity per [40 CFR 93.127](#)?

If yes, go to Step 8. **The project is exempt from regional conformity requirements (40 CFR 93.127)** (identify the project type).

Project type: _____

If no, go to Step 4.

Step 4. Is the project located in a region with a currently conforming RTP and TIP?

If yes, **the project is included in a currently conforming RTP and TIP per 40 CFR 93.115. The project's design and scope have not changed significantly from what was assumed in RTP conformity analysis (40 CFR 93.115[b])** Go to Step 8.

If no and the project is located in an isolated rural area, go to Step 5.

If no and the project is not located in an isolated rural area, STOP and do not proceed until a conforming RTP and TIP are adopted.

¹ Please refer to [Clarifications on Exempt Project Determinations](#) to verify exempt project type from Table 2. Road diets, auxiliary lanes less than one-mile, and ramp metering may be exempt under "projects that correct, improve, or eliminate a hazardous location or feature."

Step 5. For isolated rural areas, is the project regionally significant per 40 CFR 93.101, based on review by Interagency Consultation?

- If yes, go to Step 6.
- If no, go to Step 8. **The project, located in an isolated rural area, is not regionally significant and does not require a regional emissions analysis (40 CFR 93.101 and 93.109[e]).**

Step 6. Is the project included in another regional conformity analysis that meets the isolated rural area analysis requirements per 40 CFR 93.109, including Interagency Consultation and public involvement?

- If yes, go to Step 8. **The project, located in an isolated rural area, has met its regional analysis requirements through inclusion in a previously-approved regional conformity analysis that meets current requirements (40 CFR 93.109[e]).**
- If no, go to Step 7.

Step 7. The project, located in an isolated rural area, requires a separate regional emissions analysis.

- Regional emissions analysis for regionally significant project, located in an isolated rural area, is complete. Regional conformity analysis was conducted that includes the project and reasonably foreseeable regionally significant projects for at least 20 years. Interagency Consultation and public participation were conducted. Based on the analysis, the interim or emission budget conformity tests applicable to the area are met (40 CFR 93.109[e] and 95.105).² Go to Step 8.**

Step 8. Is the project located in a CO nonattainment or maintenance area? (South Coast Air Basin only)

- If no, go to Step 9. **CO conformity analysis is not required.**
- If yes, **hot-spot analysis requirements for CO per the [CO Protocol](#) (or per EPA's modeling guidance, CAL3QHCR can be used with EMFAC emission factors³) have been met. Project will not cause or contribute to a new localized CO violation (40 CFR 93.116 and 93.123)⁴.** Go to Step 9.

Step 9. Is the project located in a PM10 and/or a PM2.5 nonattainment or maintenance area?

- If no, go to Step 13. **PM2.5/PM10 conformity analysis is not required.**
- If yes, go to Step 10.

² The analysis must support this conclusion before going to the next step.

³ Use of the CO Protocol is strongly recommended due to its use of screening methods to minimize the need for modeling. When modeling is needed, the Protocol simplifies the modeling approach. Use of CAL3QHCR must follow U.S. EPA's latest CO hot spot guidance, using EMFAC instead of MOVES; see: <http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#co-hotspot>.

⁴ As of October 1, 2007, there are no CO nonattainment areas in California. Therefore, the requirements to not worsen existing violations and to reduce/eliminate existing violations do not apply.

Step 10. Is the project considered to be a Project of Air Quality Concern (POAQC), as described in EPA's [Transportation Conformity Guidance](#) for PM 10 and PM 2.5?

- If no, **the project is not a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Analysis Guidance. Interagency Consultation concurred with this determination on _____. Go to Step 12.**
- If yes, go to Step 11.

Step 11. The project is a POAQC.

- The project is a project of concern for PM10 and/or PM2.5 hot-spot analysis based on 40 CFR 93.116 and 93.123, and EPA's Hot-Spot Guidance. Interagency Consultation concurred with this determination on _____. Detailed PM hot-spot analysis, consistent with 40 CFR 93.116 and 93.123 and EPA's Hot-Spot Guidance, shows that the project would not cause or contribute to, or worsen, any new localized violation of PM10 and/or PM2.5 standards. Go to Step 12.**

Step 12. Does the approved PM SIP include any PM10 and/or PM2.5 control measures that apply to the project, and has a written commitment been made as part of the air quality analysis to implement the identified SIP control measures? [Control measures can be found in the applicable Federal Register notice at: <https://www.epa.gov/state-and-local-transportation/conformity-adequacy-review-region-9#ca>.]

- If yes, **a written commitment is made to implement the identified SIP control measures for PM10 and/or PM2.5 through construction or operation of this project (40 CFR 93.117).** Go to Step 14.
- If no, go to Step 13.

Step 13a. Have project-level mitigation or control measures for CO, PM10, and/or PM2.5, included as part of the project's design concept and scope, been identified as a condition of the RTP or TIP conformity determination? AND/OR

Step 13b. Are project-level mitigation or control measures for CO, PM10, and/or PM2.5 included in the project's NEPA document? AND

Step 13c (applies only if Step 13a and/or 13b are answered "yes"). Has a written commitment been made as part of the air quality analysis to implement the identified measures?

- If yes to 13a and/or 13b and 13c, **a written commitment is made to implement the identified mitigation or control measures for CO, PM10, and/or PM2.5 through construction or operation of this project. These mitigation or control measures are identified in the project's NEPA document and/or as conditions of the RTP or TIP conformity determination (40 CFR 93.125(a)).** Go to Step 14.
- If no, go to Step 14.

Step 14. Does the project qualify for a Categorical Exclusion pursuant to 23 USC 326?

- If yes, go to step 15.
- If no, the project requires preparation of a Categorical Exclusion, EA, or EIS pursuant to 23 USC 327. Go to Step 16.

Step 15. Is any analysis required by steps 1-13 of this form?⁵

- If yes, then Caltrans prepares the appropriate analysis and documentation for the project file and makes the conformity determination through its signature on the CE form. No FHWA involvement is required. See the AQCA Annotated Outline. Go to Step 18.
- If no, then Caltrans makes the conformity determination through its signature on the CE form. No FHWA involvement is required. Go to Step 18.

Step 16. Is the project located in a non-attainment/maintenance area for **ozone only and considered not regionally significant/non-exempt?**

- If yes, go to Step 18.⁶
- If no, then **an AQCA is needed**. See the AQCA Annotated Outline. Caltrans submits a conformity determination request to FHWA for FHWA's conformity determination. Go to Step 17.

Step 17. Send FHWA Request for Conformity Determination package and [FHWA Submittal Package Checklist](#) to DOTP- Air Quality (rodney.tavitas@dot.ca.gov) and DEA-Air Quality (daisy.laurino@dot.ca.gov) for completeness review. Please direct technical questions to DOTP-Air Quality office. Headquarters staff will coordinate with FHWA on behalf of the district.

Date of FHWA air quality conformity determination: _____

Step 18. STOP as all air quality conformity requirements have been met.

SIGNATURE

Karl Mikel	<i>Karl Mikel</i>	5/11/2022
Branch Chief, D5 ENV ENG	Signature	Date

⁵ Please note that not all projects that qualify for a categorical exclusion will be exempt from air quality conformity requirements. Many types of projects that may qualify for a CE (such as the addition of auxiliary lanes less than one-mile, weaving lanes less than one-mile, turning lanes less than one-mile, climbing lanes less than one-mile, parking, road diets, ramp metering, and even many bridge projects) MAY require some level of project level conformity analysis and may even require interagency consultation. Additionally, please note that for ALL projects the project file must include evidence that one of the three following situations apply: 1) Conformity does not apply to the project area; or 2) The project is exempt from all conformity analysis requirements; or 3) The project is subject to project-level conformity analysis (and possibly regional conformity analysis) and meets the criteria for a conformity determination. The project file must include all supporting documentation and this checklist.

⁶ Project-level conformity analysis shows that the project will conform to the State Implementation Plan. Because the project area is Attainment/Unclassified for carbon monoxide (CO) and particulate matter (PM10 and PM2.5), no hot spot analysis is required for the project-level conformity determination by 40 CFR 93.116 and 93.123. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Include documentation of interagency consultation review in the final CE/EA/EIS, if applicable.



Environmental Commitments Record (ECR)

DIST-CO-RTE: 05 - SB - 154 **PM/PM:** R0.000/32.840 **EA/Project ID:** 05-1K520_ / 0518000216

Project Description: Drainage and TMS Elements

Date (Last modification): 3/20/2023

Environmental Planner: Geramaldi Geramaldi

Phone: 805-441-0561

Construction Liaison: Barrett Holland

Phone: 805-549-3573

Resident Engineer:

Phone:

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1600	California Department of Fish & Wildlife						
401	Regional Water Quality Control Board						
404 Nationwide Verification	US Army Corps of Engineers						
404 Non-Reporting	US Army Corps of Engineers						
CEQA Review	California Department of Fish & Wildlife						
Programmatic BO	US Fish and Wildlife	4/27/22	6/15/22				

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	AIR 1: All applicable Caltrans standard measures and strategies for Air Quality, Emissions Reductions, Dust Control and Dust Palliative will be implemented during project construction.	Env Doc	Std. Spec	Air	Ensure PSE materials include appropriate details.					
Air Quality	GHG 2: All applicable Caltrans standard measures and strategies for emissions reductions will be implemented to reduce construction-generated greenhouse gas emissions. Additional Caltrans strategies and techniques for the reduction of construction emissions would be implemented	Env Doc		Air, Generalist, Design	Ensure PSE materials include appropriate details.					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	where feasible and appropriate.									
Biology	LST 2: The project plans will delineate environmentally sensitive areas to minimize impacts to sensitive areas and species by limiting access to the minimum required for construction within the area of potential effect. No vehicle access within the environmentally sensitive areas would be permitted.	Env Doc		Biologist, Permit Coordinator	Ensure PSE materials include appropriate details.					
Biology	LST 3: Prior to construction, Caltrans will acquire a Streambed Alteration Agreement from the California Department of Fish and Wildlife pursuant to Fish and Game Code Section 1600 et seq. and will incorporate any additional measures relating to these species not otherwise addressed in the Natural Environment Study.	Env Doc		Biologist, Permit Coordinator	Ensure PSE materials include appropriate details.					
Biology	NC 1: Prior to construction, Caltrans will obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife. All permit terms and conditions will be incorporated into construction plans and implemented.	Env Doc		Biologist, Permit Coordinator	Ensure permits are obtained prior to RTL.					
Biology	NC 2: Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around jurisdictional features and the dripline of trees to be protected within the project limits. Caltrans-defined environmentally sensitive areas will be noted on design plans and delineated in the field prior to the start of construction activities.	Env Doc		Biologist	Ensure PSE materials include appropriate details.					
Biology	NC 8: Compensatory mitigation will be included as part of the project for natural communities and regional habitats of concern impacted by the project. Compensatory mitigation is proposed at a ratio of 1 to 1 (acreage) for temporary impacts and a ratio of 3 to 1 (acreage) for permanent impacts. Replacement plantings will include appropriate native plant species, appropriate plant establishment period, and monitoring to ensure success. The replacement plantings strategy will be detailed in the Caltrans Landscape Planting Plan and Caltrans Mitigation and Monitoring Plan. The Mitigation and Monitoring Plan will include details for mitigation commitments and will be consistent with standards and mitigation commitments from	Env Doc		Biologist, Landscape	Mitigation and restoration plan is prepared for PSE.					yes

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	the U.S. Army Corps of Engineers, Regional Water Quality Control Board and California Department of Fish and Wildlife. The Mitigation and Monitoring Plan will be prepared after the project has been approved and a full set of construction plans are prepared, and will be finalized through the permit review process with regulatory agencies.									
Biology	RLF 10: Caltrans shall attempt to schedule work for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May).	Env Doc		Biologist, ECL, RE	Ensure work windows are establish during PSE					
Noise	NOI 1: The project will include all Caltrans Standard Measures and strategies related to noise and vibration control to minimize noise-related disturbances cause by construction activities.	Env Doc		Noise, Design	Ensure PSE materials include appropriate details.					
Stormwater	GEO 1: The project will include a Stormwater Pollution Prevention Plan and Best Management Practices as part of Caltrans Standard Measures to address specific sediment and erosion controls during project construction. The project will install appropriate sediment and erosion control barriers at active construction sites, and the barriers will be maintained until construction activities are completed at those sites.	Env Doc		Stormwater, Geotech	Ensure PSE materials include appropriate details.					
Visual Resources	VIS 1: Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible would be used.	Env Doc		Visual	Ensure PSE materials minimize locations for vegetation removal.					
Visual Resources	VIS 10: The changeable message sign, including but not limited to frames, poles, truss systems, catwalks, ladders, and associated hardware, would be painted or otherwise colored to visually recede into the setting. Coloring would also include the front and side frames and back panel of the electronic sign panel itself. The color would be determined and approved in conjunction with District 5 Landscape Architecture.	Env Doc		Visual, Landscape	Ensure PSE materials include appropriate details.					
Visual Resources	VIS 2: Revegetate all disturbed areas with native plant species appropriate to each work location.	Env Doc		Visual, Landscape	Ensure PSE materials include re-vegetation plans and details.					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Visual Resources	VIS 3: Replacement planting will include aesthetic considerations as well as inherent biological goals. Revegetation will include native trees and plants determined by the Caltrans Biologist and Caltrans District 5 Landscape Architecture. Revegetation will occur at the maximum extent horticulturally viable and be maintained until established.	Env Doc		Visual, Landscape	Ensure PSE materials include appropriate details.					
Visual Resources	VIS 4: All visible concrete drainage elements, including but not limited to headwalls, drain inlet aprons, etc., would be colored to blend with the surroundings and reduce reflectivity. The specific colors of these concrete elements will be determined by Caltrans District 5 Landscape Architecture.	Env Doc		Visual, Landscape	Ensure PSE materials include appropriate details.					
Visual Resources	VIS 5: All visible metal components related to down-drains and inlets, including but not limited to flared end sections, connectors, anchorage systems, safety cable systems, etc., would be darkened or colored to blend with the surroundings and reduce reflectivity. The specific color will be determined by Caltrans District 5 Landscape Architecture.	Env Doc		Visual, Landscape	Ensure PSE materials include appropriate details.					
Visual Resources	VIS 6: All visible rock slope protection would be placed in natural-appearing shapes rather than in geometric patterns to the greatest extent possible to reduce its engineered appearance.	Env Doc		Visual, Landscape	Ensure PSE materials include appropriate details.					
Visual Resources	VIS 7: Following placement of rock slope protection, the visible rock would be colored to blend with the surroundings and reduce reflectivity. The specific color will be determined by Caltrans District 5 Landscape Architecture.	Env Doc		Visual, Landscape	Ensure PSE materials include appropriate details.					
Visual Resources	VIS 8: Metal roadside elements, including but not limited to guardrail, guardrail transitions, and end treatments, would be stained or darkened to be visually compatible with the rural setting. The color will be determined and approved by District 5 Landscape Architecture.	Env Doc		Visual, Landscape	Ensure PSE materials include appropriate details.					
Visual Resources	VIS 9: If vegetation control under guardrail is deemed necessary, then a natural material such as shale would be used. The selection of the vegetation control material would be determined and approved by District 5 Landscape Architecture.	Env Doc		Visual, Landscape	Ensure PSE materials include appropriate details.					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Other	HAZ 2: The project will include Caltrans Standard Measures and Caltrans Standard Specifications related to unanticipated emergency events to accommodate emergency responses or emergency evacuations when needed. In addition, the project will coordinate with local and regional emergency responders prior to and during construction.	Env Doc		Traffic, Generalist, Design	Ensure PSE materials include appropriate details.					
Other	HAZ 3: The project will include Caltrans Standard Specifications related to fire prevention and fire safety to minimize the potential of igniting nearby vegetation during construction activities, along with implementing the California Division of Safety and Health – Fire Protection and Prevention Guidance.	Env Doc		Generalist, Design	Ensure PSE materials include appropriate details.					
Other	TRS 1: The project will include Caltrans Standard Measures for temporary traffic control in addition to implementing the strategies found in the required Transportation Management Plan to ensure traffic and emergency access is maintained on State Route 154 during project construction. In addition, the project will coordinate with local and regional emergency responders prior to and during construction.	Env Doc		Traffic, Design	Ensure PSE materials include appropriate details.					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
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PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
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Biology	AMB 1: No less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities, a qualified biologist will conduct a survey to determine if any American badger dens are present at the project site. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, will be monitored for three days with tracking medium and/or camera traps to determine the current use. If no American badger activity is observed during this period, the den will be destroyed immediately to preclude subsequent use. If American badger activity is observed at the den during this period, the den will be monitored for at least five consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity. Only when the den is determined to be unoccupied will the den be excavated under the direction of the biologist. No disturbance of active dens would take place when cubs may be present and dependent on parental care.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
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Biology	BAT 1: Tree removal will be scheduled to occur from September 2 to January 31, outside of the typical bat maternity roosting season if possible, to avoid potential impacts to roosting bats. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the bat maternity roosting season (February 1 to September 1), a bat roost survey will be conducted by a biologist determined qualified by Caltrans within 14 days prior to construction. The biologist(s) conducting the preconstruction surveys will also identify the nature of the bat use (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. If an active day roost is found, a qualified Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that roosting activity has ceased or exclusionary methods have successfully evicted roosting bats.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
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Biology	BAT 2: Prior to any culvert construction activities at post miles 16.85, 22.0, 25.70, 26.76, and 27.67, a	Env Doc		Biologist, ECL, RE	Task will be completed prior to site					
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Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	preconstruction survey for roosting bats will be conducted by a biologist determined to be qualified by Caltrans within 14 days prior to construction. The biologist(s) conducting the preconstruction surveys will identify the nature of the bat use (i.e., no roosting, night roost, day roost, maternity roost) and determine if passive bat exclusion will be necessary and feasible. The qualified biologist will provide oversight on exclusion methods and installation and will determine w				disturbance.					
Biology	BAT 3: If bats are found by a qualified biologist to be maternity roosting, active bat maternity roosts will not be disturbed or destroyed until pups are volant (capable of flight). In areas where an occupied roost can be avoided, readily visible exclusion zones will be established using environmentally sensitive area fencing. The size/radius of the exclusion zone(s) will be determined by a qualified biologist.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
Biology	BRD 1: Prior to construction, vegetation removal will be scheduled to occur from September 2 to January 31, outside of the typical nesting bird season if possible, to avoid potential impacts to nesting birds. If tree removal or other construction activities are proposed to occur within 100 feet of potential habitat during the nesting season (February 1 to September 1), a nesting bird survey will be conducted by a biologist determined qualified by Caltrans no more than 10 calendar days prior to construction. If an active nest is found, Caltrans will implement an appropriate buffer based on the habits and needs of the species. The buffer area will be implemented until a qualified biologist has determined that juveniles have fledged or nesting activity has otherwise ceased.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
Biology	BRD 3: Trees to be removed will be noted on design plans. Prior to any ground-disturbing activities, environmentally sensitive area fencing will be installed around the dripline of trees to be protected within project limits.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
Biology	CLL 1: A qualified biologist will conduct preconstruction surveys for legless lizards no more than 48 hours before initial ground disturbance proposed within coast live oak woodlands and/or prior to tree removal. Where feasible, this survey will include systematic subsurface searching (raking suitable habitat) because legless lizards are fossorial.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
Biology	CLL 2: If any legless lizards are discovered during	Env Doc		Biologist, ECL, RE	Task will be completed					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	preconstruction surveys, they will be relocated to a nearby area with suitable habitat similar to where they were discovered. Also, if discovered during preconstruction surveys, a qualified biologist will be present during oak tree removal to safely relocate any legless lizards that could be uncovered during tree removal.			RE	prior to site disturbance.					
Biology	LST 1: Prior to construction, a qualified biologist will survey the area of potential effect and, if present, capture and relocate any western spadefoot toad, coast horned lizard, or coast patch-nosed snake to the nearest suitable habitat outside of the area of potential effect. Observations of Species of Special Concern or other special-status species will be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
Biology	NTS 1: A Caltrans-approved biologist will survey the project site no more than 48 hours before the onset of work activities in drainages for the Coast Range newt and western pond turtle. If such species is found, the biologist will relocate the species the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site will be in the same drainage to the extent practicable.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
Biology	NTS 2: Before any project activities begin, a Caltrans-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the Coast Range newt and western pond turtle and their habitat, the specific measures that are being implemented to conserve these species for the current project, and the boundaries within which the project may be accomplished.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
Biology	WR 1: Prior to implementation of proposed project activities, a preconstruction visual survey will be conducted within suitable San Diego desert woodrat habitat in the area of potential effect to determine the presence or absence of woodrat nests.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					
Biology	WR 2: If woodrat nests are located during this survey, avoid them, and establish an environmentally sensitive area with a 25-foot buffer around each to the extent feasible.	Env Doc		Biologist, ECL, RE	Task will be completed prior to site disturbance.					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
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CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
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Air Quality	GHG 1: All construction activities will comply with all district rules, regulation and ordinances, and statutes of the California Air Resources Board to reduce and minimize construction greenhouse gas emissions (i.e., restrictions on idling equipment, properly maintained equipment, and appropriate point sources for materials, etc.).	Env Doc		ELC, RE	To be enforce during construction.					
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Biology	AMB 2: Any observations of occupied badger dens or American badgers within the project area would be reported to the California Department of Fish and Wildlife by the project biologist.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
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Biology	AMB 3: No rodent control pesticides will be used, including anticoagulant rodenticides such as brodifacoum, bromadiolone, difethialone, and difenacoum. This is necessary to minimize the possibility of primary or secondary poisoning of American badgers or other special-status species.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
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Biology	BRD 2: During construction, active bird nests will not be disturbed and eggs or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
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Biology	BRD 4: All clearing/grubbing and vegetation removal will be monitored and documented by the biological monitor(s) regardless of time of year.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
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Biology	BRD 5: If an active nest for the California spotted owl is observed within 100 feet of the area of potential effect, all project activities will immediately cease while Caltrans coordinates with applicable regulatory agencies and determines if additional measures are necessary.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
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Biology	CH 1: Habitat elements that need to be removed during construction (such as trees, snags, boulders, rocks, downed trees, or logs) will be salvaged and replace onsite, as much as feasible.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
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Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	CH 2: The project will revegetate uplands, replacing trees at a ratio of at least 3 to 1, and seeding ground disturbance areas with native grasses and forbs.	Env Doc		Biologist, Landscape, ECL, RE	To be enforce during construction.					yes
Biology	INV 1: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	INV 2: Only clean fill will be imported. When practicable, invasive exotic plants in the project site will be removed and properly disposed of. Any plant species rated as "High" on the Cal-IPC Invasive Plant Inventory that are removed from the construction site will be taken to a landfill to prevent the spread of invasive species. Inclusion of any species that occurs on the Cal-IPC Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project will be avoided.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	INV 3: Construction equipment will be inspected to verify it is clean and weed-free by Caltrans before entering the construction site. If necessary, wash stations onsite will be established for construction equipment under the guidance of Caltrans to avoid/minimize the spread of invasive plants and/or seed within the construction area. If wash stations onsite are infeasible due to the site's space constraints, construction equipment will be cleaned offsite and then driven only on paved roads to the site.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	NC 3: Construction activities in jurisdictional waters and temporary stream diversion, if needed, will be timed to occur between June 1 and October 31 in any given year, or as otherwise directed by the regulatory agencies, when the surface water is likely to be dry or at a seasonal minimum. Deviations from this work window will be made only with permission from the relevant regulatory agencies.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	NC 4: During construction, all project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor onsite at all times during construction.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	NC 5: During construction, erosion control measures will be implemented. Appropriate fencing, fiber rolls, and barriers will be installed as needed between the project site and	Env Doc		Biologist, ECL, RE	To be enforce during construction.					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	jurisdictional other waters and riparian habitat. At a minimum, erosion controls will be maintained by the contractor on a daily basis throughout the construction period.									
Biology	NC 6: During construction, the staging areas will conform to Best Management Practices. At a minimum, all equipment and vehicles will be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	NC 7: Stream contours will be restored as close as possible to their original condition.	Env Doc		Biologist, Landscape, ECL, RE	To be enforce during construction.					
Biology	RLF 1: Only a U.S. Fish and Wildlife Service-approved biologist shall participate in activities associated with the capture, handling, and monitoring of California red-legged frogs. Biologists authorized under this Programmatic Biological Opinion do not need to re-submit their qualifications for subsequent projects conducted pursuant to this Programmatic Biological Opinion unless the U.S. Fish and Wildlife Service has revoked their approval at any time during the life of this Programmatic Biological Opinion.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 11: To control sedimentation during and after project completion, Caltrans shall implement Best Management Practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act received for the project.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 12: If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water shall be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed shall be minimized to the maximum extent possible; any imported material shall be removed from the streambed upon completion of the project.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 13: Unless approved by the U.S. Fish and Wildlife	Env Doc		Biologist, ECL,	To be enforce during					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	Service, water shall not be impounded in a manner that may attract California red-legged frogs.			RE	construction.					
Biology	RLF 14: Project sites shall be revegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials shall be used to the extent practicable. Invasive, exotic plants shall be controlled to the maximum extent practicable.	Env Doc		Biologist, Landscape, ECL, RE	To be enforce during construction.					
Biology	RLF 15: Caltrans shall not use herbicides as the primary method to control invasive, exotic plants.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 2: Ground disturbance will not begin until written approval is received from the U.S. Fish and Wildlife Service that the biologist is qualified to conduct the work, unless the individual(s) has/have been approved previously and the U.S. Fish and Wildlife Service has not revoked that approval.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 3: A U.S. Fish and Wildlife Service-approved biologist shall survey the project site no more than 48 hours before the onset of work activities. If the species is found, the U.S. Fish and Wildlife Service-approved biologist shall relocate the California red-legged frog the shortest distance possible to a location that contains suitable habitat and will not be affected by the activities associated with the project. The relocation site shall be in the same drainage to the extent practicable.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 4: Before any activities begin on a project, a U.S. Fish and Wildlife Service-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 5: A U.S. Fish and Wildlife Service-approved biologist shall be present at the project site until all California red-legged frogs have been removed, workers have been instructed, and initial disturbance of habitat has been completed. If work is stopped because California red-legged frogs would be affected in a manner not	Env Doc		Biologist, ECL, RE	To be enforce during construction.					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	anticipated by Caltrans and the U.S. Fish and Wildlife Service during review of the proposed action, the Resident Engineer will be notified immediately. When work is stopped, the U.S. Fish and Wildlife Service shall be notified as soon as possible.									
Biology	RLF 6: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of at the end of each work week. Following construction, all trash and debris shall be removed from work areas.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 7: All refueling, maintenance and staging of non-stationary equipment and vehicles shall occur at least 60 feet from riparian habitat or water bodies and not in a location from where a spill would drain directly toward aquatic habitat. If stationary equipment must be refueled within 60 feet of riparian habitat or water bodies, secondary containment Best Management Practices shall be implemented. The Caltrans biologist shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, Caltrans shall ensure that a plan is in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	RLF 8: Habitat contours shall be returned to a natural configuration at the end of the project activities. This measure shall be implemented in all areas disturbed by activities associated with culvert repair/replacement and drainage improvements, unless the U.S. Fish and Wildlife Service and Caltrans determine that it is not feasible, or modification of original contours would benefit the California red-legged frog.	Env Doc		Biologist, Landscape, ECL, RE	To be enforce during construction.					
Biology	RLF 9: The number of access routes, size of staging areas, and the total area of activity shall be limited to the minimum necessary to achieve the project. Environmentally sensitive areas shall be established to confine access routes and construction areas to the minimum area necessary to complete construction, and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	SPS 1: Access to the construction areas would be limited to the minimum necessary to accomplish the work.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	SPS 2: An environmentally sensitive area would be established onsite and maintained in areas where these special-status plant species occur.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	SPS 3: In areas where impacts cannot be avoided, the contractor must first consider cutting vegetation only to ground level and avoid grubbing. This will allow Santa Barbara honeysuckle and Plummer's baccharis to easily reestablish after construction. If grading or grubbing is required, seeds and topsoil free of noxious weeds would be collected and used for re-seeding the temporarily disturbed areas where these species occur.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	WR 3: To the extent feasible, project activities requiring grading or vegetation removal within the 25-foot protective buffer should occur only during the non-breeding season (October 1 to December 31) to avoid noise impacts to any breeding woodrats that may occupy the nest from January through September.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	WR 4: If project activities cannot avoid impacting or removing the nest, then the nest should be dismantled by hand prior to grading or vegetation removal activities. The dismantling will occur during the non-breeding season (October 1 to December 31) and be conducted so that the nest material is removed starting on the side where most impacts will occur and ending on the side where the most habitat will be undisturbed, which will allow for any woodrats in the nest to escape into adjacent undisturbed habitat.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Biology	WR 5: If young are encountered during nest dismantling, the dismantling activity should be stopped and the material replaced back on the nest and the nest should be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified biologist); once the young can fend for themselves, the nest dismantling can continue.	Env Doc		Biologist, ECL, RE	To be enforce during construction.					
Cultural Resources	Tribe has requested monitoring at culvert #2 at PM 0.48	SSP	SSP	Christina MacDonald Attachment E	Write Task Order prior to construction to have					

Environmental Commitments Record for Hwy 154 Drainage Improvements

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Hazardous Waste	HAZ 1: Treated wood waste and any other hazardous waste issues common to highway construction projects would be appropriately handled, transported, and disposed of in accordance with Caltrans Standard Specifications. If required, more detailed hazardous waste investigations would be conducted prior to project construction to confirm the presence or absence of any pre-existing potentially hazardous waste materials.	Env Doc		Haz Waste, ECL, RE	To be enforce during construction.					
Visual Resources	VIS 11: Following construction, re-grade, and re-contour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.	Env Doc		Visual, Landscape, ECL, RE	To be enforce during construction.					

POST-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	RLF 16: Upon completion of the project, Caltrans shall ensure that a Project Completion Report is completed and provided to the U.S. Fish and Wildlife Service, following the template provided with the Programmatic Biological Opinion.	Env Doc		Biologist, ECL, RE	Project completion report submitted to USFWS.					



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:

March 15, 2023

Project Code: 2022-0040871

Project Name: Caltrans 05-1K520 SR-154 Drainage Improvements

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

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: 2022-0040871

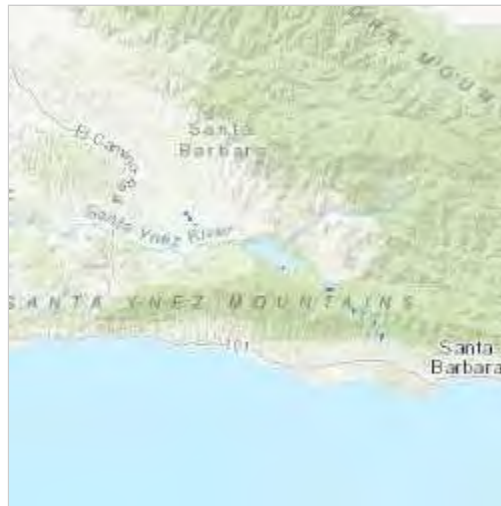
Project Name: Caltrans 05-1K520 SR-154 Drainage Improvements

Project Type: Culvert Repair/Replacement/Maintenance

Project Description: The proposed State Route (SR) 154 Drainages Improvements Project is located at various spot locations along SR-154 in Santa Barbara County from post mile (PM) R0.10 to 30.29. The project will restore multiple culvert systems, make improvements to transportation management systems, and include a 2-inch hot mix overlay at the Rancho Cielo (Cold Springs) Vista Point.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@34.5206577,-119.82880525537456,14z>



Counties: Santa Barbara County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 18 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 Fisheries¹, 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 Condor <i>Gymnogyps californianus</i> Population: U.S.A. only, except where listed as an experimental population There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8193	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Least Bell's Vireo <i>Vireo bellii pusillus</i> 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	Endangered
Light-footed Clapper Rail <i>Rallus longirostris levipes</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6035	Endangered
Marbled Murrelet <i>Brachyramphus marmoratus</i> 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	Threatened
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> 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	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> 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	Threatened
Yellow-billed Cuckoo <i>Coccyzus americanus</i> 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

AMPHIBIANS

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> Population: U.S.A. (CA - Santa Barbara County) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Endangered
Foothill Yellow-legged Frog <i>Rana boylei</i> Population: South Coast Distinct Population Segment (South Coast DPS) No critical habitat has been designated for this species.	Proposed Endangered

FISHES

NAME	STATUS
Tidewater Goby <i>Eucyclogobius newberryi</i> 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	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRUSTACEANS

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> 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	Threatened

FLOWERING PLANTS

NAME	STATUS
Contra Costa Goldfields <i>Lasthenia conjugens</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7058	Endangered
Gambel's Watercress <i>Rorippa gambellii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4201	Endangered
Marsh Sandwort <i>Arenaria paludicola</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2229	Endangered
Salt Marsh Bird's-beak <i>Cordylanthus maritimus ssp. maritimus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6447	Endangered

CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> https://ecos.fws.gov/ecp/species/2891#crithab	Final

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation

Name: Audrey Weichert

Address: 50 South Higuera Street

City: San Luis Obispo

State: CA

Zip: 93401

Email: audrey.weichert@dot.ca.gov

Phone: 8054401115

Weichert, Audrey@DOT

From: NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>
Sent: Monday, May 9, 2022 2:36 PM
To: Weichert, Audrey@DOT
Subject: Federal ESA - - NOAA Fisheries Species List RE: Caltrans 05-1K520 Hwy 154 Drainage Improvement Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Please retain a copy of each email request that you send to NOAA at nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

Weichert, Audrey@DOT

From: Weichert, Audrey@DOT
Sent: Monday, May 9, 2022 2:36 PM
To: nmfs.wcrca.specieslist@noaa.gov
Subject: RE: Caltrans 05-1K520 Hwy 154 Drainage Improvement Project

Species List Request

Project Description:

The proposed State Route (SR) 154 Drainages Improvements Project is located at various spot locations along SR-154 in Santa Barbara County from post mile (PM) R0.10 to 30.29. The project will restore 18 culvert systems, make improvements to transportation management systems, and include a 2-inch hot mix overlay at the Rancho Cielo (Cold Springs) Vista Point.

Project Contact:

Audrey Weichert, Associate Biologist
Caltrans District 5
805-459-2227
audrey.weichert@dot.ca.gov

Quad Name **Zaca Creek**
Quad Number **34120-F2**

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) -

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 -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

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

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

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

ESA Whales

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

ESA Pinnipeds

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

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH -
Groundfish EFH -

Coastal Pelagics EFH -
Highly Migratory Species EFH -

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 -
MMPA Pinnipeds -

Quad Name **Los Olivos**

Quad Number **34120-F1**

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) -

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 -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH -

Coastal Pelagics EFH -

Highly Migratory Species EFH -

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 -

MMPA Pinnipeds -

Quad Name **Santa Ynez**

Quad Number **34120-E1**

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) -

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) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

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

ESA Whales

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

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

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

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 -
MMPA Pinnipeds -

Quad Name **Lake Cachuma**
Quad Number **34119-E8**

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) -

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) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

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

ESA Whales

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

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

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

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 -
MMPA Pinnipeds -

Quad Name **San Marcos Pass**

Quad Number **34119-E7**

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) -

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 -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

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

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

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

ESA Whales

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

ESA Pinnipeds

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

Essential Fish Habitat

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

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 -
MMPA Pinnipeds -

Quad Name **Goleta**
Quad Number **34119-D7**

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**

Attachment F

(Storm Water Data Report)



Dist-County-Route: 05-SB-154
 Post Mile Limits: 0.3/32.84
 Project Type: Drainage Improvements
 Project ID (EA): 05-1800-0216-0 (05-1K5200)
 Program Identification: 201.151/201.315
 Phase: PID PA/ED PS&E

Regional Water Quality Control Board(s): Central Coast, Region 3

- | | | | |
|----|---|---|--|
| 1. | Does the project disturb 5 or more acres of soil? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| | Does the project disturb more than 1 acre of soil and not qualify for the | | |
| 2. | Rainfall Erosivity Waiver? As per the DNC, a short form SWDR is appropriate. | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| 3. | Is the project required to implement Treatment BMPs (STGA, TMDL, AC)? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. | Does the project impact existing stormwater BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

If the answer to any of the preceding questions is “Yes”, prepare a Long Form – Storm Water Data Report.

Total Disturbed Soil Area: 1.17 acre New Impervious Surface: 0 acre
 Estimated Construction Start Date: 12/18/2024 Est Const. Completion Date: 12/29/2025
 Risk Level: RL 1 RL 2 RL 3 WPCP NA
 Is MWELO applicable? Yes No

This Short Form – Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Mark Davis 2-1-22

 Mark Davis, Registered Project Engineer Date
I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

[Stamp Required for PS&E only]

 Karl Mikel, SW Coordinator or Designee Date

1. Project Description

- The purpose of this project is to restore damaged culverts to reduce the potential of roadway or embankment failure, to install count stations along with changeable message board to better monitor traffic, and to extend the service life of the existing vista area pavement at PM 22.5.
- Drainage System Reports from the Culvert Inspection Program identifies the repair or replacement of 20 damaged culverts within the designated project limits that are in poor condition due to corrosion, deformation, perforation, or overall deterioration. The District Electrical Department recommends the installation of 3 traffic management elements. The pavement at the Rancho Cielo (Cold Springs) Vista Area location is exhibiting distress and unacceptable ride quality, which, if left uncorrected, will continue to deteriorate.
- This project consists of 20 sites and can be broken up into 15 separate locations that are more than ¼ mile apart. Locations that are more than ¼ mile apart are defined as non-contiguous per the Environmental Protection Agency (EPA) requirements and definitions for the Construction General Permit (CGP). Non-contiguous sites are treated as separate plans of development in accordance with EPA requirements and therefore, DSA is calculated separately for each of the 15 locations. Where sites are less than ¼ mile from each other, the sites will be considered contiguous and DSA will be combined between those locations. See the attached work location mapping for DSA quantities.

Table E-1. Summary of Project Areas

	Area (Acre)
Disturbed Soil Area	1.17 @ any location
Pre project Impervious Area	
Post project Impervious Area	
Total Project Area	
Increase in Impervious (NNI) Area	0
Amount of Replaced Impervious (RIS) surfaces	0
Total New Impervious Surfaces (NNI + RIS)	0

- There are numerous receiving waters within the project limits; of which, 2014/2016 303(d) listed receiving waters include Atascadero Creek (Santa Barbara County), Maria Ygnacio Creek, San Jose Creek (Santa Barbara County), Santa Ynez River (above Lake Cachuma), Cachuma Lake, Santa Ynez River (Cachuma Lake to below city of Lompoc)
- Hydrologic Sub-Areas Include:
 - Goleta Hydrologic Sub-Area (HSA# 315.31) located in the South Coast Hydrologic Area and South Coast Hydrologic Unit.

- Santa Cruz Creek Hydrologic Sub-Area (HSA# 314.51) located in the Headwater Hydrologic Area and Santa Ynez Hydrologic Unit.
 - An undefined Hydrologic Sub-Area (HSA# 314.40) located in the Los Olivos Hydrologic Area and Santa Ynez Hydrologic Unit.
 - An undefined Hydrologic Sub-Area (HSA# 314.30) located in the Buellton Hydrologic Area and Santa Ynez Hydrologic Unit.
- All six receiving waters are listed as 2014/2016 303(d) impaired as listed in Table 1-1 below.

Table 1-1. Summary of Receiving Waters

Receiving Water	303(d)	TMDL
Atascadero Creek (Santa Barbara County)	Benthic Community Effects, Chloride, Enterococcus, Escherichia coli (E. coli), Fecal Coliform, Nitrate, Oxygen (dissolved), pH, Sodium, Temperature (water), Toxicity	None
Maria Ygnacio Creek	Enterococcus, Escherichia coli (E. coli), Fecal Coliform, pH, Sodium, Turbidity	None
San Jose Creek (Santa Barbara County)	Chloride, Enterococcus, Escherichia coli (E. coli), Fecal Coliform, pH, Sodium, Specific Conductivity, Temperature (water)	None
Santa Ynez River (above Lake Cachuma)	Temperature (water), Toxicity	None
Cachuma Lake	Mercury	None
Santa Ynez River (Cachuma Lake to below city of Lompoc)	Sedimentation/Siltation, Sodium, Temperature (water), Total Dissolved Solids, Toxicity	None

- The following permits, reviews, and approvals **may** be required for project construction:

Table 1-2. Permits

Agency	Permit/Approval	Status
Central Coast Regional Water Quality Control Board	Section 401 Certification for impacts to waters of the United States	To be obtained before construction
United States Army Corps of Engineers	Section 404 Permit for impacts to wetlands and waters of the United States	To be obtained before construction
California Department of Fish and Wildlife	Section 1602 Agreement for Streambed Alteration	To be obtained before construction

	impacts to the Santa Ynez River	
National Marine Fisheries Service	Biological Opinion for South Central Coast Steelhead Trout	To be obtained prior to approval of the Final Environmental Document
United States Fish and Wildlife Service	Biological Opinion for California red legged frog	To be obtained prior to approval of the Final Environmental Document

- Lake Cachuma is a high risk drinking water reservoir located near the project limits. Route 154 has a low volume of truck traffic. It is mainly used by passenger vehicles. Stormwater discharges to Lake Cachuma are not free-fall discharges into the reservoir, but they follow vegetated drainage courses before reaching any surface water. In the early 1980s, legislation was passed that prohibits trucks from transporting any hazardous materials or hazardous waste along Route 154 near the reservoir.
- There are no Right-of-way costs for BMPs.
- There are no existing Treatment BMPs within the project limits.
- There are several existing permanent Maintenance facilities (stockpile/decanting) within the project limits. The contractor will not be allowed use of permanent Maintenance facilities unless prior arrangements are made with, and concurrence of the District 5 Maintenance Stormwater Coordinator, Enrique Castillo Ramirez.

2. Construction Site BMPs

- This project proposes to create 1 ac of DSA. Therefore this project will require a Storm Water Pollution Prevention Plan (SWPPP) and coverage under the Construction General Permit.
- A preliminary project risk level assessment has determined this project to be a risk level 3. See the attached risk level assessment for more information.
 - The R-Factor is- 86.63
 - The K-Factor is- 0.37
 - The LS Factor is- 10.52
 - The sediment risk is High (337.2 ton/acre)
- The cost of construction site BMPs is estimated at X.X% of the total construction cost.
- 2 acres will be used in the calculation to determine Construction General Permit (CGP) NOI/NOT fees.
 - 1 Number of FYs of construction schedule
 - 2 Additional years for vegetation period or other NOT requirements
 - 3 Total years
 - \$509.00 Storm Water Construction Annual Fees for 2 ac
 - \$1,527.00 Total NOI/NOT Stormwater CGP fees
- During construction, effective combinations of temporary and permanent erosion and sediment controls will be used. Storm water management for the site will be coordinated through the contractor with Caltrans construction personnel to effectively manage erosion from the DSA's by implementing a Storm Water Pollution Prevention

Plan (SWPPP). Selected BMP's that will be included but not limited to the SWPPP for the project are defined as follows:

Temporary Soil Stabilization

- Minimize active DSA's during the rainy season utilizing scheduling techniques.
- Preserve existing vegetation to the maximum extent feasible.
- Implement temporary protective cover/erosion control on all non-active DSA's and soil stockpiles.
- Control erosive forces of storm water runoff with effective storm flow management such as temporary concentrated flow conveyance devices, earthen dikes, drainage swales, lined ditches, outlet protection/velocity dissipation devices, and slope drains as determined feasible.

Temporary Sediment Controls

- Implement linear sediment controls such as fiber rolls, check dams, or gravel bag berms on all active and non-active DSA's during the rainy season.
- To further help prevent sediment discharge stabilized construction site entrances, temporary drainage inlet protection, and street sweeping and vacuuming will be necessary.
- Implement appropriate wind erosion controls year round.

Non Storm Water Management

- The appropriate non-storm water BMP's will be implemented year-round as follows:
- Water conservation practices are implemented on all construction sites and wherever water is used.
- Paving and Grinding procedures are implemented where paving, surfacing, resurfacing, grinding, or saw cutting may pollute storm water runoff or discharge to the storm drain system or watercourses.
- Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the Resident Engineer.
- The following activities must be performed at least 100 feet from concentrated flows of storm water, drainage courses, and inlets if within the floodplain and at least 50 feet if outside of the floodplain; stockpiling materials, storing equipment and liquid waste containers, washing vehicles or equipment, fueling and maintaining vehicles and equipment.
- Concrete curing will be used in the construction of structures such as drainage system elements. Concrete curing includes the use of both chemical and water methods. Proper procedures will minimize pollution of runoff during concrete curing.
- The following construction site BMPs are anticipated to be bid items for this project:
 - Job Site Management
 - Prepare Stormwater Pollution Prevention Program
 - Rain Event Action Plan
 - Storm Water Sampling and Analysis Day

- Stormwater Annual Report
- Move In/Move Out (Temporary Erosion Control)
- Temporary Hydraulic Mulch (Bonded Fiber Matrix)
- Temporary Check Dam
- Temporary Drainage Inlet Protection
- Temporary Fiber Roll
- Temporary Gravel Bag Berm
- Temporary Large Sediment Barrier
- Temporary Construction Entrance
- Temporary Concrete Washout
- Temporary Fence (type ESA)

Supplemental Items

- Water Pollution Control Maintenance Sharing
- Additional Water Pollution Control

State Furnished Items

- Annual Construction General Permit Fee

- Concurrence from Construction regarding the temporary Construction Site BMP implementation strategy and associated will be obtained at PS&E.

4. Maintenance BMPs

Coordinate maintenance BMP efforts with the District Maintenance Staff to determine if Maintenance BMPs are needed.

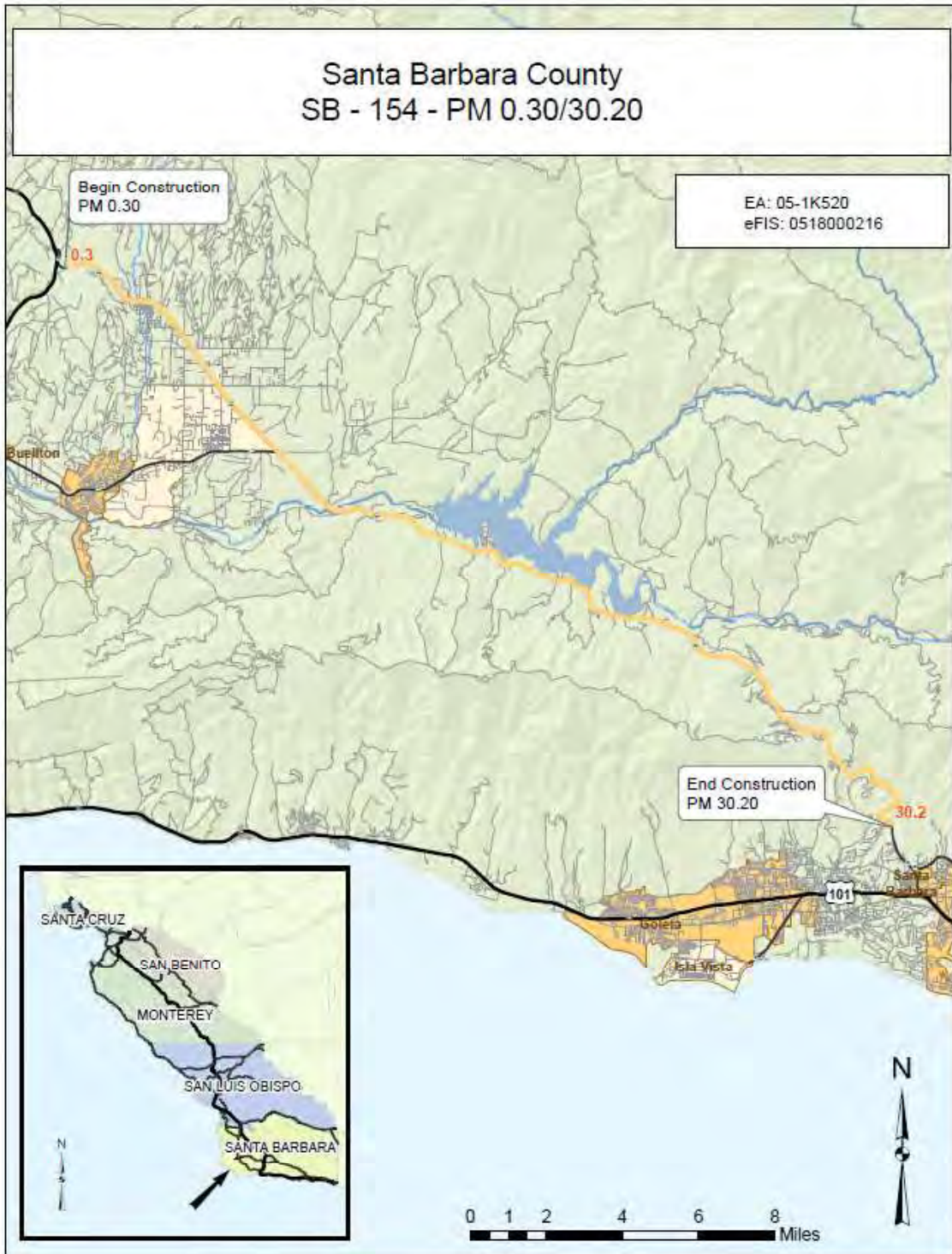
- Maintenance BMPs may include maintenance vehicle pullouts, access gates and roads, and maintenance worker safety features. Briefly describe type and locations.

3. Required Attachments¹

- Vicinity Map
- Evaluation Documentation Form
- CGP Risk Level Attachments

¹ Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

Vicinity Map



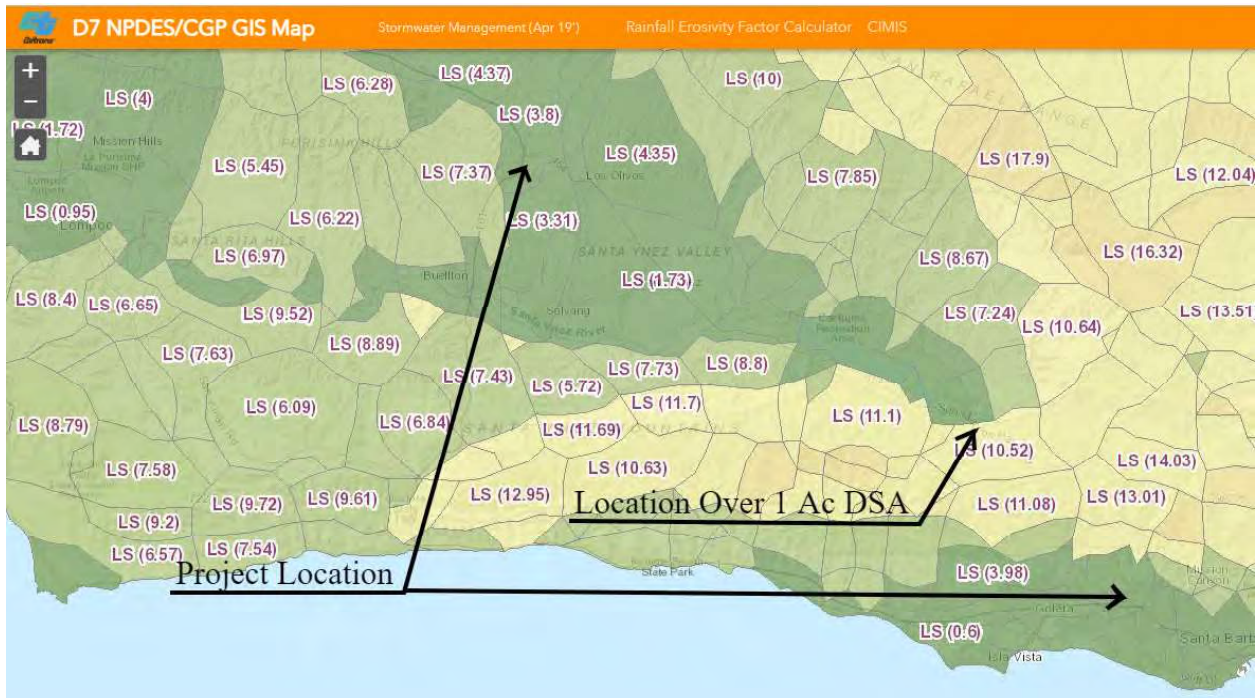
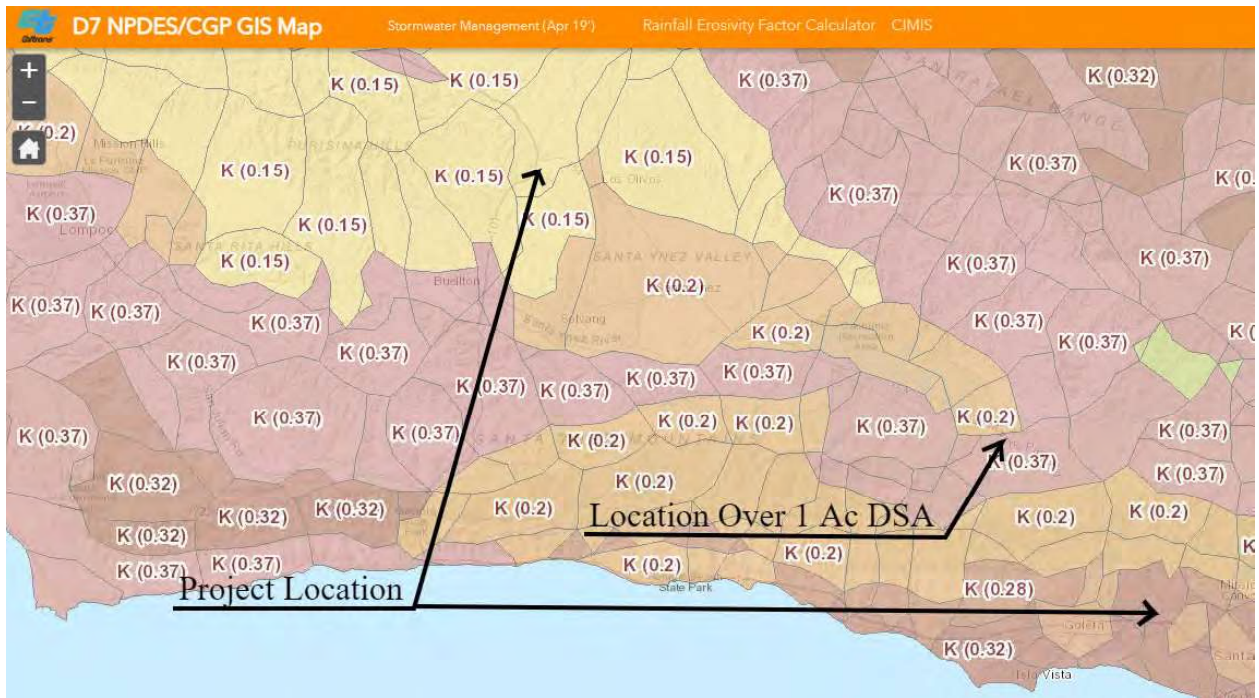
APPENDIX E

SWDR Attachment for SMARTS Input

DATE: 8/31/2021

Project ID (EA): 05-18700-0216-0 (05-1K5200)

No.	Criteria	Yes ✓	No ✓	Supplemental Information for Evaluation
1.	Begin Project evaluation regarding requirement for implementation of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Continue to 2.
2.	Is the scope of the Project to install Treatment BMPs (e.g., Alternative Compliance, TMDL, or Trash Amendment Compliance)?		✓	If Yes , go to 8. If No , continue to 3.
3.	Is there a direct or indirect discharge to surface waters?	✓		If Yes , continue to 4. If No , go to 9.
4.	As defined in the WQAR, does the Project have: 1. Areas of Special Biological Significance (ASBS), 2. A TMDL area where Caltrans is named stakeholder, or 3. Other Pollution Control Requirements for surface waters within the project limits?		✓	If Yes to any , contact the District/Regional Stormwater Coordinator to discuss the Department's obligations, go to 8 or 5. _____(Dist./Reg. SW Coordinator initials) Some receiving waters are 303(d) listed. As per the DNC, go to question #5. If No , continue to 5.
			✓	
		✓		
5.	Are any existing Treatment BMPs partially or completely removed? (ATA condition #1, See PPDG Section 4.4.1)		✓	If Yes , go to 8 AND continue to 6. If No , continue to 6.
6.	Is this a Routine Maintenance Project?		✓	If Yes , continue to 9. If No , go to 7.
7.	Does the project result in <u>one acre or more</u> of new impervious surface (NIS)?		✓	If Yes , go to 8. 0.0 ac NIS (NIS=NNI+ RIS) If No , continue to 9.
8.	Project is required to implement Treatment BMPs.	Complete Checklist T-1, Part 1.		
9.	Project is not required to implement Treatment BMPs. _____(Dist. /Reg. SW Coord. Initials) _____(Project Engineer Initials) _____(Date)	Document for Project Files by completing this form and attaching it to the SWDR.		



Facility Information

Start Date: 12/18/2024	Latitude: 34.5351
End Date: 12/29/2025	Longitude: -119.8598

Calculation Results

Rainfall erosivity factor (R Factor) = **86.63**

A rainfall erosivity factor of 5.0 or greater has been calculated for your site's period of construction.

You do NOT qualify for a waiver from NPDES permitting requirements and must seek Construction General Permit (CGP) coverage. If you are located in an area where EPA is the permitting authority, you must submit a Notice of Intent (NOI) through the NPDES eReporting Tool (NeT). Otherwise, you must seek coverage under your state's CGP.

APPENDIX E

SWDR Attachment for SMARTS Input

RISK LEVEL DETERMINATION		
Project Identifier/EA :	05-1800-0216-0 (05-1K5200)	
	Drainage, TMS, Overlook	
Project Description:	Rehab	
Dist-County-Route:	05-SB-154	
Regional Water Board:	Region 3, Central Coast	
MS4 Area:	No	
Begin PM:	0.0	
End PM:	32.8	
Mid Project Postmile:	16.42	
Begin Construction:	12/18/2024	
End Construction:	12/29/2025	
DSA (Acres):	1.00	
Risk Level Components	w/GIS Map Method for Sediment Risk (A)	w/Individual Method for Sediment Risk (B)
R factor	86.63	0.00
K factor & soil category	0.37	0.00
LS factor	10.52	0.00
Soil loss(ton/acre)	337.20	0.00
Sediment Risk (low, med, or High)	High	Low
Receiving Water	Upper Santa Ynez River	
303(d) listed for sediment	No	
Beneficial uses for:		
Cold	Yes	
Spawn	Yes	
Migratory	Yes	
Receiving Water Risk (low or high)	High	Low
Combined Risk Level (1, 2, or 3)	Level 3	Level 1
Prepared By: P. Riegelhuth		Date: 8/31/2021
Checked By:		Date:

APPENDIX E

SWDR Attachment for SMARTS Input

LS Table	
LS Factor Value	10.52
Watershed Erosion Estimate (=RxKxLS) in tons/acre	337.198612
<p style="text-align: center;">Site Sediment Risk Factor</p> <p style="text-align: center;">Low Sediment Risk: < 15 tons/acre Medium Sediment Risk: >=15 and <75 tons/acre High Sediment Risk: >= 75 tons/acre</p>	High
Prepared By: P. Riegelhuth 8/31/2021	
Checked By:	

Project Identifier/EA: 05-1800-0216-0 (05-1K5200)				
<u>Sediment Risk</u>				
		Low	Medium	High
<u>Receiving Water Risk</u>	Low	Level 1	Level 2	
	High	Level 2		Level 3
		<p style="text-align: center;">Project Sediment Risk: High</p> <p style="text-align: center;">Project RW Risk: High</p> <p style="text-align: center;">Project Combined Risk: Level 3</p>		

Project Identifier/EA: 05-1800-0216-0 (05-1K5200)		Entry	Score
A. Watershed Characteristics		yes/no	
A.1. Does the disturbed area discharge (either directly or indirectly) to a 303(d)-listed water body impaired by sediment? For help with impaired water bodies please check the attached worksheet or visit the link below: 2006 Approved Sediment-impaired WBs Worksheet http://www.waterboards.ca.gov/water_issues/programs/tmdl/303d_lists2006_epa.shtml OR A.2. Does the disturbed area discharge to a water body with designated beneficial uses of SPAWN & COLD & MIGRATORY? http://www.ice.ucdavis.edu/geowbs/asp/wbquse.asp		yes	High

Project Identifier/EA: 05-1800-0216-0 (05-1K5200)				
		<u>Sediment Risk</u>		
		Low	Medium	High
Receiving Water Risk	Low	Level 1	Level 2	
	High	Level 2		Level 3
		Project Sediment Risk:	High	
		Project RW Risk:	High	
		Project Combined Risk:	Level 3	

APPENDIX E

CACHUMA LAKE x

Elevation: 781 feet
Start Year: 1952
End Year: 2005
Number of Years: 54

Average number of days per month with precipitation:

Month	≥ 0.1 in	≥ 0.5 in
January	4.9	2.2
February	5.1	2.8
March	4.8	1.9
April	2.5	1
May	0.8	0.2
June	0.2	0
July	0	0
August	0	0
September	0.5	0.1
October	1	0.3
November	2.8	1.3
December	3.7	1.7
Yearly Total	26.3	11.5

Attachment G

(Risk Register)

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM
Form PM-0001 (Rev. 09/2018)

The risk register is to be approved and signed-off by the District Deputies listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

<u>Project Information</u> X Capital Project ___ Major Maintenance Project (Check One)	
Construction Capital Cost Estimate: <u>\$10,398,000</u>	
Project ID / District-EA	<u>0518000216 / 05-1K520 Hwy 154 Drainage Improvements</u>
Project Description	<u>On route 154 in Santa Barbara County at various locations.</u>
Project Manager (PM)	<u>Sherri Martin</u>
Project Risk Manager (For Risk Level 3 Projects)	_____

<u>PID (Required)</u>	
Project Manager	_____ Date: _____
Deputy District Director, Planning	_____ Date: _____
Deputy District Director, Design	_____ Date: _____
Deputy District Director, Proj. Management	_____ Date: _____

<u>PA&ED (Required)</u>	
Project Manager	<u><i>Sherri L. Martin</i></u> Date: <u>02/25/22</u>
Deputy District Director, Environmental	<u><i>John Kuleta</i></u> Date: <u>04/11/2022</u>
Deputy District Director, Design	<u><i>David Fapp</i></u> Date: <u>3/2/22</u>
Deputy District Director, Proj. Management	<u><i>Nehal Roberts</i></u> Date: <u>02/28/2022</u>

<u>Prior to PS&E (Required)</u>	
Project Manager	_____ Date: _____
Deputy District Director, Design	_____ Date: _____
Deputy District Director, Construction	_____ Date: _____
Deputy District Director, Right of Way	_____ Date: _____
Deputy District Director, Environmental	_____ Date: _____
Deputy District Director, Proj. Management	_____ Date: _____

<u>RE File Hand-off (Recommended)</u>	
Project Manager	_____ Date: _____
Deputy District Director, Design	_____ Date: _____
Deputy District Director, Construction	_____ Date: _____
Deputy District Director, Proj. Management	_____ Date: _____

Risk Register for 05-1K520, Hwy 154 Drainage Improvements

Form v3.3 last modified 10/30/2018 CB

Risk Checkpoint: PA&ED	
Date: 1/25/2022	
Project Nickname: Hwy 154 Drainage Improvements	
EA: 05-1K520	
Co-Rt, Post Miles: SB-154-0.3/30.2	
Project Manager: Sherri Martin	
FY & Program (SHOPP or STIP): 2020 (SHOPP)	
Capital Costs: \$10,398k	
Support Costs: \$6,870k	
Total Costs: \$17,268k	
RTL Target: 5/3/2024	

Phase	Cost Contingency Range \$k			Schedule Contingency Range (Wkg Days)		
	Optimistic	PERT	Pessimistic	Optimistic	PERT	Pessimistic
0-PA&ED	\$0	\$0	\$0	9	13	18
1-PS&E	\$1	\$3	\$4	12	18	24
2-RW Sup	\$0	\$0	\$0	0	0	0
3-Con Sup	\$0	\$0	\$0	0	0	0
Support Contingency	\$1	\$3	\$4	21	31	42
9-RW Cap	\$0	\$0	\$0	0	0	0
4-Con Cap	\$12	\$25	\$40	4	7	12
Capital Contingency	\$12	\$25	\$40	4	7	12
Total Contingency	\$13	\$28	\$44	25	38	54

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost \$k	Schedule (Days)
Active	1	Threat	Construction	Difficult jacking conditions	Jack pipes may encounter rocks, as much of fill on SB-154 has large rocks at the lower levels where culverts will be placed	No rocks will be encountered	Rocks are encountered	2-Low (11-30%) 20%	4 - Moderate (\$1,460k - \$2,918k) 2 - Low (<1 month)	8 4	Avoid	Determine alternate location of pipe if large rocks can not be avoided. Update from Mark Davis: This risk level was minimized during the PAED phase by eliminating all but one location that may require a potential jack/bore type method. During PS&E phase design and hydrology will work to determine whether the culvert system node can be replaced with a traditional cut and cover method.	Kevin Murdock - Construction	1/10/2022	4-Con Cap 3-Con Sup	O ML P O ML P	O ML P O ML P	O ML P O ML P
Active	2	Threat	Construction	Limited Access	SB-154 has oversteeped slopes that will be difficult to access some of the culverts	Access will be shown on the plans	Location not accessible	1-Very Low (1-10%) 5%	2 - Low (<\$1,459k) 2 - Low (<1 month)	2 2	Accept	Identify access points for each location early on in the project.	Kevin Murdock - Construction	1/12/2022	4-Con Cap 3-Con Sup	O ML P O ML P	O ML P O ML P	O ML P O ML P
Retired	3	Threat	Environmental	Archaeological impacts	If project design is unable to avoid affecting cultural resources, in particular archaeological site CA-SBA-3404 which is adjacent or within the Node 1-2 and 3-4 at PM 0.33, additional time and money will be necessary in order to conduct the studies for Section 106 compliance.	Assuming that Design will avoid the archaeological sites	If design cannot avoid impacts to archaeological sites	3-Moderate (31-50%) #N/A	1 - Very Low (Insignificant) 4 - Moderate (1-3 months)	3 12	Accept	Hire consultants to conduct archaeological testing and write Finding of Effect and mitigation documents and consult with the State Historic Preservation Officer.	Krista Kiaha	1/7/2022	0-PA&ED Sup 3-Con Sup			O ML P O ML P
Active	4a	Threat	Environmental	Biological Impacts	As a result of an unknown quantity and type of biological impacts to vegetation, plant communities, and sensitive specie more extensive replacement planting may be required, which could lead to higher mitigation planting costs.	Wetland and riparian planting will be installed during the roadway contract with a 1 year plant establishment period while more upland species including oak woodland will be accomplished with a split-off planting project with a 3 year	Based on the quantity and type of biological impacts to plants and animals Environmental to advise on the replacement planting species and ratios to required to mitigate for the construction impacts.	2-Low (11-30%) 20%	2 - Low (<\$k) 1 - Very Low (Insignificant)	4 2	Mitigate	Biological and visual assessments prepared during PA&ED to determine level of impact and appropriate mitigation strategy.	Landscape Architecture, Scott Dowlan	1/12/2022	1-PS&E Sup 4-Con Cap	O ML P O ML P	O ML P O ML P	O ML P O ML P
Active	4b	Threat	Environmental	Biological Impacts				2-Low (11-30%) 20%	2 - Low (<\$k) 1 - Very Low (Insignificant)	4 2	Mitigate	Biological and visual assessments prepared during PA&ED to determine level of impact and appropriate mitigation strategy.	Construction		3-Con Sup	O ML P		O ML P
Active	5	Threat	Environmental	DSA	As a result of the DSA required for access roads and culvert rehabilitation (jacking pits) exceeding 1 acre at a single non-contiguous construction site, Construction General Permit (CGP) coverage will be required. CGP coverage will require the contractor to prepare a SWPPP and implement additional BMPs, increasing project costs.	Current DSA calculations are showing less than 1 acre of disturbance within any non-contiguous construction site. These calculations are based on preliminary site inspections.	Design and Stormwater increase the estimate for DSA to greater than or equal to 1 acre for a single non-contiguous construction site.	2-Low (11-30%) #N/A	2 - Low (<\$1,459k) 1 - Very Low (Insignificant)	4 2	Mitigate	During PA&ED, prepare a SWDR that identifies the DSA and uses surveyed mapping for calculations. Increase capital cost estimates to cover a SWPPP and additional construction site BMPs. Rework access road and culvert rehabilitation strategies to keep DSA under 1 acre.	Stormwater	1/7/2022	1-PS&E Sup 4-Con Cap	O ML P O ML P	O ML P O ML P	O ML P O ML P

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost \$k	Schedule (Days)
Retired	6	Threat	Environmental	Protocol Level surveys	Least Bells Vireo and Vernal Pool Fairy Shrimp are known to occur near the project area. If suitable habitat is found during initial studies in PAED, protocol level surveys for these species may be required. Protocol level surveys for these species requires many field surveys during specific work windows. If PAED is not initiated early enough, the survey windows for these protocol surveys may be missed and that would require additional survey years in PAED.	Retired: PAED studies concluded that protocol level surveys would not be required.	If protocol level surveys are required and PAED begins after March 1st.	1-Very Low (1-10%) 5%	1 - Very Low (Insignificant) 16 - Very High (>6 months)	1 16	Avoid	PAED should begin before February of the survey year, so that if a protocol level survey for LBV or VPFS is required the ability to do the surveys within the allotted 12 month PAED schedule is available.	Stephanie Herbert - biology, updated Audrey Weichert	4/10/2019 updated 1/24/22	0-PA&ED Sup	13	O ML P	O 180 ML 250 P 365 PERT 258
Retired	7	Opportunity	Environmental	Wildlife crossings (not including fish passage)	This project requires replacing large culverts that could be currently used by wildlife as highway crossings. During field outings, roadkill deer were seen on the side of the road in the project limits. The project may benefit wildlife by increasing the culvert size, adding wildlife drift fencing, and monitoring new culverts wildlife crossings after construction. These actions may reduce permitting delays because they are generally supported by wildlife agencies.	Retired: Based on revised PAED repair strategies at most sites, opportunities for wildlife crossings are no longer feasible.	If funding and design options are available to provide additional fencing and up-sized culverts to provide wildlife an opportunity to safely cross the road.	3-Moderate (31-50%) #REF!	4 - Moderate (\$1,460k - \$2,918k) 1 - Very Low (Insignificant)	12 3	Exploit	We can exploit this benefit to wildlife and Caltrans' relationship with permitting agencies by implementing wildlife crossing enhancements, but there may be an increased cost associated with installing larger utilities and drift fencing.	Stephanie Herbert - biology, updated Audrey Weichert	4/10/2019 updated 1/24/22	1-PS&E Sup		O ML P	
Active	8	Threat	Environmental	Fish Passage	If CDFW determines that PM 16.85 is a barrier to fish passage they will require remediation. Fish passage remediation will need to be coordinated with CDFW and NMFS, and if Caltrans disagrees on the appropriate barrier remediation or if the remediation is more intensive than anticipated there could be a negative impact to scope and schedule.	A complete fish passage barrier is present downstream (Lake Cachuma Dam) therefore anadromous steelhead would not be present at PM 16.85. Other culverts in project were assessed and streams were too steep or natural barriers were present downstream.	CDFW comments on DED or 1600 permit applications	3-Moderate (31-50%) 40%	4 - Moderate (\$864k - \$1,727k) 8 - High (3-6 months)	12 24	Avoid	PDT would likely chose to drop PM 16.85 repairs from project. If "mitigate" is preferred than fish passage solutions can be intensive to construct and design, therefore may increase the cost and schedule of both coordination and construction. The biologist will coordinate early to anticipate any additional cost and design due to fish passage and work with the PDT to update the plans and budget accordingly.	Audrey Weichert - biology	1/24/2022	1-PS&E Sup	\$3k 18	O 20 hours ML 40 hours P 75 hours PERT 43 hours	O 30 ML 45 P 60 PERT 45
Active	9	Threat	Environmental	Additional section 7 consultation	Section 7 Consultation with USFWS is anticipated for California red-legged frogs. If other unexpected federally-listed species are found after PAED (during pre-construction surveys or in construction), work will need to stop while consultation with USFWS is conducted causing work delays and costs.	No unexpected federally-listed species will be found after PAED is complete.	Fed listed species are found on site during or just before construction	1-Very Low (1-10%) #REF!	2 - Low (<\$1,459k) 8 - High (3-6 months)	2 8	Mitigate	Biologist will coordinated with appropriate agencies and obtain permits needed.	Audrey Weichert - biology	1/24/2022	3-Con Sup			
Active	10	Threat	Environmental	Tree replacement	If replacement trees can not be planted onsite (within same watershed) due to irrigation constraints or other circumstances, regulatory agencies may require higher tree replacement ratios, increasing project costs.	Each project location has enough suitable planting space and plant establishment access to accommodate replacement plantings onsite.	Trees replacements can not feasibly be planted on-site.	1-Very Low (1-10%) #REF!	2 - Low (<\$863k) 2 - Low (<1 month)	2 2	Mitigate	The biologist and landscape architect will work closely to estimate the number of trees and amount of space available. If TCEs are required during plant establishment and monitoring the biologist will work with Right of Way to incorporate.	Audrey Weichert/Meg Perry - biology	4/10/2019	2-RW Sup			
Active	11	Threat	Environmental	Env Schedule Impacts	Due to length of proposed project limits and with the proposed project containing multiple disturbance/work sites, there is the potential that the currently anticipated Env Schedule will need to adapt to any proposed changes to project, limits, level of disturbance, and/or work sites.	The current project limits and level of disturbance will not be changed.	Proposed project encounters situations that requires necessary changes are made to the current proposed limits/activities/sites required for project completion.	2-Low (11-30%) #N/A	4 - Moderate (\$1,460k - \$2,918k) 4 - Moderate (1-3 months)	8 8	Avoid	Any changes to proposed project limits/activities/actions will be informed and coordinated with the PDT to ensure sufficient time is available in the current Env Schedule to resolve any and all issues.	Env Generalist, Project Manager, Project Engineer	1/10/2022	0-PA&ED Sup		O ML P	O ML P
Active	12	Threat	Traffic	MGS Rail	Midwest Guardrail System installation where embankment areas required additional earthwork	Dirt shoulder areas where MBGR exists may not fit the requirements for MGS rail installation.	Design performs field review for this risk.	2-Low (11-30%) 20%	2 - Low (<\$1,459k) 1 - Very Low (Insignificant)	4 2	Mitigate	Investigate early in PSE any embankment need due to MGS construction.	Jacques Van Zeverter	4/18/2019	4-Con Cap		O ML P	O ML P
Retired	13	Threat	Surveys	Fish Passage Mapping	If 2 potential fish passages are discovered to be actual fish passages, then additional surveys for mapping will need to be performed.	The existing drainages are not a defined fish passage	The existing drainages are a defined fish passage.	3-Moderate (31-50%) 40%	2 - Low (<\$1,459k) 4 - Moderate (1-3 months)	6 12	Accept	Determine early in the PA&ED phase if the drainage systems are considered to be fish passages	Surveys, Biology	4/9/2019	1-PS&E Sup		O ML P	O ML P

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost \$k	Schedule (Days)
Retired	14	Threat	Project Management	FTIP Funding	Due to the cost of the project, the project will need to be placed in the FTIP. If there is a delay in the FTIP funding, State-only funds will need to be used to start the PA&ED phase.	State-only funds will be available to use to start PA&ED	State-only funds is not available	2-Low (11-30%)	1 - Very Low (Insignificant)	2	Accept	Work with programming to determine any delay in FTIP funding	Project Management	1/7/2022	0-PA&ED Sup		O ML P	O ML P
									4 - Moderate (1-3 months)	8								
								20%										
Active	15	Threat	Environmental	CTS Risk	If CDFW disagrees with Caltrans determination that suitable CTS habitat is not present in the project area, they may require a 2081 Take Permit, purchasing of species credits, and intensive pre-con survey efforts.	CDFW will concur the project will have No Effect/No Take of CTS.	CDFW comments to DED or 1600 application	2-Low (11-30%)	4 - Moderate (\$864k - \$1,727k)	8	Accept	Coordinated with CDFW to obtain permits and mitigation for CTS.	Audrey Weichert-Biology	1/24/2022	1-PS&E Sup	\$4k	O 80 hours ML 120 hours P 240 hours PERT 134 hours	O 30 ML 60 P 90 PERT 60
									8 - High (3-6 months)	16								
								20%										
Active	16	Threat	Environmental	Maternity Roosting Bats	If maternity roosting bats are discovered within project culverts, construction window may be limited to Sept 1 -Oct 31 for work activities within subject culvert.	Assume that maternity colonies are not present within project culverts.	Bats are detected roosting in subject culverts during maternity season (~Feb 1- Sept 1)	2-Low (11-30%)	2 - Low (<\$863k)	4	Mitigate	Biologist can create SSPs or NSSPs for contractor to install Caltrans-approved bat exclusion devices prior to maternity season.	Audrey Weichert-Biology	1/24/2022	3-Con Sup	\$1k	O 20 hours ML 40 hours P 50 hours PERT 39 hours	O 10 ML 30 P 45 PERT 30
									4 - Moderate (1-3 months)	8								
								20%										

Attachment H

(Transportation Management Plan)

DISTRICT 5

TRANSPORTATION MANAGEMENT PLAN DATA SHEET/CHECKLIST

District / EA: 05/1K520K
 Project Engineer: Dawar Azim
 Date Prepared: 1/31/2019

Co.-Rte-PM: SB-154-0.0/32.84
 Description: Asset Management
 Working Days: 250 days

Check each box and reference your attachments to the item(s) number(s) shown on the list.

Required	Recommended	Not required	COMMENTS
----------	-------------	--------------	----------

1.0 Public Information

- 1.1 Public Awareness Campaign
- 1.2 Other strategies

x			Include \$11,000
		x	

2.0 Motorist Information Strategies

- 2.1 Changeable Message Signs - Portable
- 2.2 Construction Area Signs
- 2.3 Planned Lane Closure Web Site
- 2.4 Caltrans Highway Information Network (CHIN)

x			Estimate \$30,000
x			
x			Construction to provide information to TMC
		x	Construction to provide information to TMC

3.0 Incident Management

- 3.1 COZEEP (during k-rail moving & work in live traffic)
- 3.2 Freeway Service Patrol

x			Include \$25,000
		x	

4.0 Traffic Management Strategies

- 4.1 Lane/Ramp Closures Charts
- 4.2 Total Facility Closure/ Number of days?
- 4.3 Coordination with adjacent construction
- 4.4 Contingency Plan
 - 4.4.1 Material/Equipment Standby
 - 4.4.2 Emergency Detour Plan
 - 4.4.3 Emergency Notification Plan
- 4.5 Speed Limit Reduction Request
- 4.6 Special Days:
- 4.7 Other items:
 - Liquidated Damages Penalty
 - Max length of closure 1 mile daytime, 2 at night
- 4.8 Bicycle and Pedestrian Accommodations*

x			Provided during PS&E
		x	
	x		
x			Standard SSP
		x	Construction/Contractor to provide
		x	Construction/Contractor to provide
		x	Construction/Contractor to provide
		x	
		x	Amgen Tour, Solvang Autumn and Spring Double Ride 2 Recovery, Arthritis Foundation Ride
		x	
		x	
x			
x			

**Planning for all road users must be included in this process. Bicyclists and Pedestrians shall not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the TTC zone. Contact Dario Senor w/ questions.*

5.0 Anticipated Delays

- 5.1 Lane Closure Review Committee (for anticipated delays over 30 minutes)
- 5.2 Planned freeway closures
- 5.3 Minimal delay anticipated - no further action required

		x	
		x	

yes no If no, explain additional measures on attached sheet.

6.0 Demand Management & Alternate Route Strategies

- 6.1
- 6.2

		x	

Shayne Sandeman
 District 5 TMP Coordinator

Attachment I

(Preliminary Hydraulics Recommendation)

Memorandum

*Flex your power!
Be energy efficient!*

To: JOSEPH SEO
Project Engineer, Unit 1450
Central Region – Design II Branch D

Date: December 9, 2020

File: 05-SB-154
PM 0.00/32.84
05-1K5200

From: TOM FISHER *Tom Fisher*
Central Region
Hydraulic Engineer

Subject: Hydraulic Recommendations

The following recommendations are made for the drainage restoration project on Santa Barbara Route 154 after field reviews and consulting with Construction.

PM 0.33; Replace existing 36” culvert with open trenched 36” RCP with flared end section with RSP at the outlet.

PM 1.03; Replace existing 18” CMP with 24” RCP with flared end section with RSP at the outlet.

PM 6.81; Replace existing culvert that crosses driveway with 24” RCP with flared end section and RSP at outlet.

PM 6.87; At this location there are 2-24” RCP culverts that cross under SR 154, the last section of each pipe needs replaced and should have flared end sections and RSP.

PM 7.54; The existing 24” RCP needs the first and last segment replaced and add a new flared end section and RSP

PM 16.85; There is a 9.5’x8.5’ box at this location which will require some joint repairs along with repairing the headwall and some entrance paving.

PM 17.50; Replace existing 18” pipe with 24” RCP with flared end section and RSP at the outlet. Place new HMA apron at inlet.

PM 21.57; The existing 48” CMP should be CIPP lined. A new flared end section should also be installed.

PM 22.00; Replace the first 46' of existing 60" and CIPP remainder of 66" pipe. Replace existing headwall add RSP.

PM 22.52; There are 2-24" CMP culverts that cross under SR 154, these should be CIPP lined, if not possible new 24" RCP should be jacked in place. The 36" CMP should be CIPP lined, if not possible new 36" RCP should be jacked in place with RSP at the outlet.

PM 23.59; The 24" CMP should be CIPP lined at this location with new flared end section and RSP at outlet.

PM 24.83; Replace existing 24" CMP with 24' RCP with new flared end section and RSP at the outlet.

PM 25.70; The 54" RCP at this location should be CIPP lined with some joint repair and invert repair completed before lining. Repair existing headwall. Place RSP at outlet.

PM 26.76; The existing 4.5' x 5.5' arch culvert should be CIPP lined. Alternative repair would be joint and seam repair.

PM 27.67; 9.5' x 12' culvert should have seams repaired and possible candidate for spray in liner.

PM 29.28; Replace existing 18" CSP with 24" RCP with flared end section with RSP at the outlet. Replace existing slotted drain pipe with grated line drain and replace existing inlet with new GO inlet with small amount of dike added to extend the curb of the inlet.

PM 30.14; Replace existing inlet, on westbound side of SR 154, replace existing 18" CSP with 24" HDPE, this could be buried or day lighted and allowed to run on the surface with anchors.

The post miles used were taken from the D5 Culvert inventory and may not match existing post miles exactly.

If you have any questions or need additional information, please feel free to call Tom Davis at (559) 243-3500 or Tom Fisher at (559) 243-3498.

cc: file

LOCATION HYDRAULIC STUDY



Highway 154 in Santa Barbara County July 28, 2021

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SB 154, PM 0.00 – 32.84
05-1K520

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B. Project Vicinity Map	
C. 7.5 Minute Quadrangle Topographic Map	
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1.0 INTRODUCTION

1.1 Purpose and Scope

The purpose of this project is to improve assets in poor condition. Restore damaged culverts in order to maintain the purpose of the pipes and protect the embankment and roadway from potential slope failure. Improve traffic monitoring to maintain an efficient Intelligent Transportation System (ITS). Extend the life of existing pavement at vista point.

1.2 Project Description

The project proposes to rehabilitate 17 drainage systems, 2 Transportation Management Systems (TMS) elements, and rehabilitate the Rancho Cielo (Cold Spring) Vista Point. The project is in Santa Barbara County at various location on State Route 154 (SR 154).

1.3 Project Background

The Culvert locations, for this project, were determined by the District 5 Culvert Inspection Team. The culverts intended for replacement are scored on various attributes and the total score is used to decide which culverts are to be repaired or replaced. The culverts that score low and are deemed in poor condition are listed. It is the intention of this project to bring those culverts up to fair or good condition.

2.0 SITE CHARACTERISTICS

2.1 Climate

The climate for the project area consists of an average rainfall of 15.74 inches, which is mostly distributed November through April. The average high temperature is 74°F with an average low of 58°F.

2.2 Topography

The project area is located in Santa Barbara County passes through the City of Santa Ynez and close to Lake Cachuma. The project varies from 3 miles to 15miles inland of the Pacific Ocean. State Route 154 travel through gentle plains to very hilly terrain as it extends from the north to the south.

2.3 Designated Floodplains

The Flood Insurance Rate Map (FIRM) 06083C0795G, effective date 12/4/2012, designates the project as Zone A. Zone A is defined as; No base flood elevations available. This applies to LOC 1, 2, 3.

The Flood Insurance Rate Map (FIRM) 06083C1077G, effective date 12/4/2012, designates the project as Zone A. Zone A is defined as; No base flood elevations available. There is a Zone AE Floodway on the outlet end of LOC 5 with a note that states 1% annual chance

flood discharge contained in structure. This applies to LOC 4 and 5.

The Flood Insurance Rate Map (FIRM) 06083C1085G, effective date 12/4/2012, designates the project as Zone A. Zone A is defined as; No base flood elevations available. This applies to LOC 6.

The Flood Insurance Rate Map (FIRM) 06083C1120G, effective date 12/4/2012, designates the project as Zone A. Zone A is defined as; No base flood elevations available. This applies to LOC 7. LOC 8 is designated as Zone D. Zone D is defined as; Areas in which flood hazards are undetermined, but possible.

The Flood Insurance Rate Map (FIRM) 06083C1140G, effective date 12/4/2012, designates the project as Zone D. Zone D is defined as; Areas in which flood hazards are undetermined, but possible. This applies to LOC 9, 10, 11, 12 , 13, 14, and 15.

The Flood Insurance Rate Map (FIRM) 06083C1145G, effective date 12/4/2012, is not printed. This applies to LOC 16, 17, 18, and 19.

The Flood Insurance Rate Map (FIRM) 06083C1085G, effective date 12/4/2012, is not printed. This applies to LOC 20 and 21.

3.0 PROJECT CONCLUSIONS

3.1 Risk Assessment

The project does not constitute a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q).

3.2 Summary

The proposed project does not have any significant impact on the 100-year plain.

Study Prepared by:

A handwritten signature in black ink that reads "Tom Davis". The signature is written in a cursive style with a large, looped "D" and a trailing flourish.

Tom Davis
Hydraulics
District 6, Fresno, CA

4.0 REFERENCES

1. Federal Emergency Management Agency (FEMA)
2. Flood Insurance Rate Map
3. United States Geological Topographic Map

Technical Information for Location Hydraulic Study

Dist. 05 Co. SB Rte. 154 P.M. 0.00/32.87
 EA 05-1K520 Bridge Number

Floodplain Description: The project traverses mostly Zone A and D floodplains. There is a location where the Zone AE at the outlet of one of the culverts.

1. Description of Proposal: Project proposes to repair or replace various culvert locations along SR 154 in Santa Barbara County with some electrical work being completed also.
2. ADT: Current 9,600-11,200 (Base 2012) Projected 13,100-15,000 (Horizon 2040)
3. Hydraulic Data: Base Flood Q100 = Unknown
 WSE100 = , The flood of record, if greater than Q100:
 Q = f³/s WSE
 Are NFIP maps available? Yes X No
 Are NFIP studies available? Yes X No
4. Is the highway location alternative within a regulatory floodway?
 (Location 5 discharges in a regulatory floodway) Yes X No
5. Attach map with flood limits outlined showing all building or other improvements within the base floodplain.
 Potential Q100 backwater damages:
 A. Residences? Yes X No
 B. Other Bldgs? Yes X No
 C. Crops? Yes X No
 D. Natural and beneficial Floodplain values? Yes No X
6. Type of Traffic:
 A. Emergency supply or evacuation route? Yes Y No
 B. Emergency vehicle access? Yes Y No
 C. Practicable detour available? Yes Y No
 D. School bus or mail route? Yes Y No
7. Estimated duration of traffic interruption for 100-year event 0 hours.

Technical Information for Location Hydraulic Study

8. Estimated value of Q100 flood damages (if any) – moderate risk level.

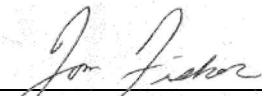
A. Roadway	\$	<u> N/A </u>
B. Property	\$	<u> N/A </u>
Total	\$	<u> N/A </u>

9. Assessment of Level of Risk

Low X Moderate High

For High Risk projects, during design phase, additional Design Study Risk Analysis may be Necessary to determine design alternative.

PREPARED BY:



Signature – Dist. Hydraulic Engineer
(Item Numbers 3, 4, 5, 7, 9)


7/29/21

Date

Is there any longitudinal encroachment, significant encroachment, or any support of incompatible Floodplain development? No X Yes

If yes, provide evaluation and discussion of practicability of alternatives in accordance with 23 CFR 650.113

Information developed to comply with the Federal requirement for the Location Hydraulic Study Shall be retained in the project files.



Signature – Dist. Project Engineer
(Item numbers 1, 2, 6, 8)

7-29-21

Date

FLOOD PLAIN EVALUATIONS REPORT SUMMARY

Dist. 05 Co. SB Rte. 154 P.M. 0.00/32.84
 Project No: EA 05-1K520 Bridge No. _____

Limit: From SR 101, at PM 0.00 to PM 32.54 near Lauro Reservoir.

Floodplain Description: : The project traverses mostly Zone A and D floodplains. There is a location where the Zone AE at the outlet of one of the culverts.

- | | Yes | No |
|--|-------------|-------------|
| 1. Is the proposed action a longitudinal encroachment of a floodplain? | _____ | _____X_____ |
| 2. Are the risks associated with the implementation of the proposed action significant? | _____ | _____X_____ |
| 3. Will the proposed action support probable incompatible floodplain development? | _____ | _____X_____ |
| 4. Are there any significant impacts on the natural and beneficial floodplain values? | _____ | _____X_____ |
| 5. Routine construction procedures are required to minimize impacts on the floodplain. Are there any special mitigation measures necessary to minimize impacts or restore and preserve natural and beneficial floodplain value? If yes, explain. | _____ | _____X_____ |
| 6. Does the proposed action constitute a significant floodplain encroachment as defined in 23 CFR, Section 650.105(q)? | _____ | _____X_____ |
| 7. Are Location Hydraulic Studies that document the above answers on file? If not explain. | _____X_____ | _____ |

PREPARED BY: *Jon Fisker* 7/29/21
 District Hydraulic Engineer Date

 District Environmental Branch Chief Date

 District Project Engineer Date

Memorandum

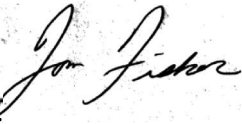
*Flex your power!
Be energy efficient!*

To: MARK DAVIS
Project Engineer, Unit 1450
Central Region – Design II Branch D

Date: January 11, 2023

File: 05-SB-154
PM 0.00/32.84
05-1K5200

From: TOM FISHER
Central Region
Hydraulic Engineer



Subject: Location Hydraulic Study-Addendum

The following addendum is made for the previously provided Location Hydraulic Study dated July 28, 2021. This addendum is necessary as the proposed culvert rehabilitation locations have been modified as described below.

PM 17.50; Replace existing 18" pipe with 24" RCP with flared end section and RSP at the outlet. Place new HMA apron at inlet. This location has been removed from the project as the culvert has been determined to be in good condition.

- This culvert was not located in a Special Flood Hazard Area according to FEMA FIRM Map 06083C1120G and its removal from the project will have no adverse impact on the FEMA floodplain.

PM 22.07; Replace the first 46' of existing 5.5' or CIPP whole pipe. Replace existing headwall add RSP. This location previously required a drainage easement. This location has been removed from the project as the culvert has been determined to not be Caltrans responsibility and the easement is no longer required.

- This culvert is in a Special Flood Hazard Area Zone D according to FEMA FIRM Map 06083C1140G. FEMA uses the Zone D designation where it has analyzed areas landward of levee systems that do not meet FEMA's accreditation requirements. Zone D recognizes that flood risk remains, the probability of that flood risk has not been quantified or is unknown. The removal of this system from the project will have no adverse impact on the FEMA floodplain.

PM 30.12; the project proposes to add an additional drainage easement with no additional work or site disturbances.

- The location borders an area where FEMA has chosen not to print the FIRM Map 06083C1357F and an area shown as Special Flood Hazard Area Zone X shown on

FEMA FIRM Map 06083C1359G. FEMA may choose not to print a map when the area has no identified flood hazard areas. FEMA defines Zone X as an area of minimal flood hazard. The addition of a drainage easement will have no adverse impact the FEMA floodplain.

PM 16.85 and PM 27.67; the project has proposed to increase the size of these temporary drainage easements to provide additional staging areas and increasing the access setback to SR 154.

- The PM 16.85 culvert is in a Special Flood Hazard Area Zone A according to FEMA FIRM Map 06083C1120G. FEMA defines a Zone A Special Flood Hazard Area as an area with a 1% annual chance of flooding. Detailed analyses have not been performed for these areas and no depths or base flood elevations are shown within these areas. The increase in the size of a temporary drainage easement should have no adverse effect on the FEMA floodplain due its temporary nature, provided the site is returned to its original condition. FEMA is more concerned with permanent alterations.
- The PM 27.67 culvert is in an area where FEMA has chosen not to print the map 06083C1356F. FEMA may choose not to print a map when the area has no identified flood hazard areas. The increase in the size of a temporary drainage easement should have no adverse effect on the FEMA floodplain.

PM 22.51; The existing culvert will not be rehabilitated and instead will be abandoned. A new culvert will be jacked and bored adjacent to this location. This will require space for the jacking and receiving pits as well as some grading.

- This culvert is in a Special Flood Hazard Area Zone D according to FEMA FIRM Map 06083C1140G. FEMA uses the Zone D designation where it has analyzed areas landward of levee systems that do not meet FEMA's accreditation requirements. Zone D recognizes that flood risk remains, the probability of that flood risk has not been quantified or is unknown. The placement of a jack and bore culvert will have no adverse impact on the FEMA floodplain.

Should you have any questions or concerns, please feel free to call Carlos Blancas at (559) 383-5854 or Tom Fisher at (559) 974-5061.

cc: file

Attachment J

Transportation Scoping Information Sheet (TPSIS)

Proposed Project Summary

Summarize the key needs/improvements from the sections that were completed. Bring this summarized form and the completed Transportation Planning Scoping Information Sheet to the Project Nomination Scoping Team meeting. Make sure to tie these proposed needs and improvements back to [Caltrans' Strategic Management Plan goals](#).

Section 1–System Planning

N/A

Section 2–LD-IGR

N/A

Section 3–Smart Mobility, Complete Streets, and Regional Planning

- Where feasible, the project should seek to install ADA compliant curb ramps and pedestrian facilities to improve intermodal network connectivity in areas where the project segment or access ramps bisect communities. **(GOALS: SAFETY & HEALTH; SUSTAINABILITY, LIVABILITY, & ECONOMY)**
- Consideration should be given to installation of bicycle pavement markings and warning signs, when possible. **(GOALS: SAFETY & HEALTH; SUSTAINABILITY, LIVABILITY, & ECONOMY; SYSTEM PERFORMANCE)**
- If lane or shoulder closures are planned for any length of time in locations where bicycles are allowed, it is important to consider how they will be accommodated during construction. **(GOALS: SAFETY & HEALTH; SUSTAINABILITY, LIVABILITY, & ECONOMY; SYSTEM PERFORMANCE)**
- Where feasible, the project should seek to widen shoulders to achieve standard widths. **(GOALS: SAFETY & HEALTH; SUSTAINABILITY, LIVABILITY, & ECONOMY; SYSTEM PERFORMANCE)**
- There is no evidence in the record to indicate that the project would impede the meeting of any identified bicycle or pedestrian needs or opportunities.

Section 4–Climate Change and Environmental Considerations

Consultation with Environmental should occur prior to project selection due to known presence of sensitive species and critical habitat along the corridor

Section 5–Tribal Government Coordination

Tribal reservation lands are located on both sides along portions of the project segment. Appropriate coordination with and notice to the Chumash tribe and the Bureau of Indian Affairs should occur prior to project selection. **(GOALS: SUSTAINABILITY, LIVABILITY, & ECONOMY; SYSTEM PERFORMANCE)**

Project Nomination Scoping Team Information		
Title	Name	Phone Number
District Information Sheet Point of Contact	Michael Hollier	805-549-3131
Project Nomination Coordinator		
Transportation Planning Project Nomination Scoping Team Representative		

Transportation Planning Stakeholder Information		
Title	Name	Phone Number
Regional Planner	Hana Mengsteab	805-549-3130
System Planner	Melissa Streder	805-549-3800
Local Development Intergovernmental Review (LD-IGR) Planner	Michael Hollier	805-549-3131
Sustainable Planning Grant Coordinator	Hana Mengsteab	805-549-3130
Goods Movement Planner	Kelly McClendon	805-549-3510
Transit Planner	Jennifer Calate	805-549-3099
Bicycle and Pedestrian Coordinator	Melissa Streder	805-549-3800
Park and Ride Coordinator	Melissa Streder	805-549-3800
Native American Liaison	Hana Mengsteab	805-549-3130
Climate Change Coordinator/Liaison	Jennifer Calate	805-549-3099
Other Coordinators		

Reviewed by:

District Planning Representative (Date)

Project Nomination Coordinator (Date)

It is recognized that not every proposed project will require each section in the Transportation Planning Scoping Information Sheet to be filled out.

Section 1: System Planning

ROUTE SEGMENT AND PROJECT INFORMATION		
	Co/Route/P.M.	Project Description
Choose Anchor Asset	SB/154/0.3-30.2	Drainage & multi-asset; TMS (multi-element)
Planned/Programmed Project		
Planned/Programmed Project		
Planned/Programmed Project		

ROUTE DESIGNATIONS			
Designated Freeway or Expressway	Yes	Scenic Highway	Officially Designated
National Highway System	No	Truck Network Designation	Terminal Access & CA Legal Advisory with Restriction
Strategic Highway Network	No	Interregional Road System	Yes
Federal Functional Classification	Principal Arterial (FC 3) & Minor Arterial (FC 4)	Strategic Interregional Corridor	No
Existing Facilities	2-lane Conventional Highway (PM 0.3 to R2.14); 2-lane Expressway PM R2.14 to 12.18; 2-lane Conventional Highway (PM 12.18 to 17.87); 2-lane Expressway PM 17.87 to 23.38; 4-lane Expressway (PM 23.38 to 24.67); 2-lane Conventional Highway (PM 24.67 to R30.2)	Priority Interregional Facility	No

ADT		V/C				Model Speeds (mph)			
Base Year 2012	Horizon Year 2040	Base Year 2012		Horizon Year 2040		Base Year 2012		Horizon Year 2040	
9,600 to 11,200 (PM0.3 to 14.7); 11,900 to 13,500 (PM 14.7 to 30.2)	11,400 to 11,800 (PM0.3 to 14.7); 13,100 to 15,000 (PM 14.7 to 30.2)	EB	0.482 to 0.652 (PM0.3 to 14.7); 0.314 to 0.714 (PM 14.7 to 30.2)	EB	0.512 to 0.718 (PM0.3 to 14.7); 0.360 to 0.806 (PM 14.7 to 30.2)	EB	38.7 to 42.3 (PM0.3 to 14.7); 42.3 to 44.9 (PM 14.7 to 30.2)	EB	37.6 to 40.5 (PM0.3 to 14.7); 38.9 to 44.7 (PM 14.7 to 30.2)
		WB	0.346 to 0.679 (PM0.3 to 14.7); 0.380 to 0.846 (PM 14.7 to 30.2)	WB	0.411 to 0.736 (PM0.3 to 14.7); 0.415 to 0.953 (PM 14.7 to 30.2)	WB	39.8 to 42.7 (PM0.3 to 14.7); 69.6 to 44.8 (PM 14.7 to 30.2)	WB	37.7 to 41.1 (PM0.3 to 14.7); 34.4 to 44.5 (PM 14.7 to 30.2)
Truck Volumes:				Truck Percentages: 7% (PM0.3 to 14.7); 4% (PM 14.7 to 30.2)					
<p>Please describe how the project will impact modal and intermodal facilities: Project construction activities may temporarily block traffic along the route due to temporary lane closures. There is no evidence in the record to indicate that the project will impact modal or intermodals facilities beyond temporary construction lane closure.</p>									
<p>Please identify if the project is consistent with the following documents:</p> <p> <input checked="" type="checkbox"/> Transportation Concept Report (TCR) <input checked="" type="checkbox"/> District System Management Plan (DSMP) <input checked="" type="checkbox"/> Corridor System Management Plan (CSMP) </p> <p> <input checked="" type="checkbox"/> Interregional Transportation Strategic Plan (ITSP) <input checked="" type="checkbox"/> California Freight Mobility Plan (CFMP) </p> <p> <input checked="" type="checkbox"/> Other (Feasibility Study, District Bike and Ped Plan, Regional Concept of Transportation Operations, etc.): <i>SBCAG Regional Bicycle and Pedestrian Plan, SBCAG Transit Needs Assessment 2016</i> </p>									

Section 2: Local Development – Intergovernmental Review

LD-IGR	
<p><i>Please provide the below LD-IGR information (if available) for any proposed local projects that may impact, directly or indirectly, the project. Describe the land uses along the segment. Identify major sites, destinations and trip generators within or adjacent to the corridor. These can include: residential parks, recreation centers, religious institutions, schools, town centers, shopping centers, large employment centers and so forth.</i></p>	
Local Agency Name/Project Sponsor: N/A	Phone Number: Email:
Project Distance to Development(s)	
California Environmental Quality Act (CEQA) Status and Implementation Date	
National Environmental Policy Act Status (required for projects with Federal Funding)	
All vehicular and non-vehicular unmitigated impacts and planned mitigation measures include Transportation Demand Management (TDM) and Transportation System Management (TSM) that may affect Caltrans Facilities	
Approved mitigation measures and implementing party.	
Value of constructed mitigation and/or amount of funds provided.	
Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed	
Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	
Inclusion in a Regional Transportation Plan, Sustainable Community Strategy, or Alternative Planning Strategy?	
What type of regional or local mitigation/transportation impact fee program is in place?	
Traffic Mitigation Agreement with an agency or developer to collect a "Fair Share" to offset "nexus and proportionality" traffic impacts to the SHS.	

Section 3: Smart Mobility, Complete Streets, and Regional Planning

SMART MOBILITY FRAMEWORK PLACE TYPES			
Identify the SMF Place Type(s):			
<input type="checkbox"/> Urban Core	<input type="checkbox"/> Close-In Center	<input type="checkbox"/> Suburban Center	<input checked="" type="checkbox"/> Rural Towns
<input type="checkbox"/> Urban Center	<input type="checkbox"/> Close-In Corridor	<input type="checkbox"/> Suburban Corridor	<input checked="" type="checkbox"/> Rural Settlement/Ag Land
	<input type="checkbox"/> Close-In Neighborhood	<input type="checkbox"/> Suburban Dedicated Use Area	<input type="checkbox"/> Protected Lands
	<input checked="" type="checkbox"/> Compact Community	<input type="checkbox"/> Suburban Neighborhood	<input type="checkbox"/> Special Use Areas

3.1 Pedestrian Conditions

BICYCLE AND PEDESTRIAN CONDITIONS	Needs/Opportunities with Project	Regional/Local Partners Needs
<p>Describe the existing bicycle and pedestrian facilities within the project limits</p> <p>PEDESTRIAN: Marked crosswalks exist at the Alamo Pintado Road intersection (no curbs) and the SR 154/SR 246 roundabout (with ADA curb ramps). No other pedestrian facilities exist along the project segment.</p> <p>BICYCLE: The project segment is Open to bicycles. No bicycle facilities exist along the project segment of the route. Bicyclists ride along the shoulder where available, but narrow shoulders and bridges combined with steep slopes cause riders to occasionally utilize the primary travel lane.</p>	<p>Consideration should be given toward construction of curb ramps and additional pedestrian improvements at the intersection of Alamo Pintado Road and the project segment since the existing crossing serves local students.</p> <p>An intersection control evaluation (ICE) for a proposed roundabout at the intersection of Edison St./Baseline Av. and SR 154 is currently funded. The proposed roundabout would replace an existing four-way stop and would provide ADA compliant pedestrian access across the project segment. At this time, no opportunities exist at this location for the current project.</p>	<p>SBCAG has suggested the construction of interim improvements to the bicycle network. Where feasible, installation of “Share the Road” and “Pass 3-foot Minimum” signs would provide short-term, cost-effective benefit to multi-modal access along the project segment.</p> <p>The intersection of Grand Av. and the project segment serves as a bicycle crossing as riders continue up Figueroa Mountain Rd. Consideration should be given toward installation of signage at this location to identify the crossing and increase the visibility of the regional bicycle network.</p>
<p>Describe the physical and/or perceived impediments for bicyclists and pedestrians Portions of the project segment serve as a barrier to intermodal connectivity for local communities. Limited bicycle pavement markings and signs, fast moving traffic, narrow shoulder and bridges, and steep terrain impede pedestrian and bicycle activity along portions of the project segment.</p>	<p>Bicycle signage and pavement markings are limited along the project segment. Consideration should be given to installation of bicycle pavement markings and warning signs to increase the visibility of the regional bicycle network.</p>	<p>Parallel bicycle and pedestrian paths are needed in the Santa Ynez Valley. The community could benefit from a separated path traveling from the communities north of the Santa Ynez River to Cachuma Lake Recreation Area. The <i>SBCAG Regional Bicycle and Pedestrian Plan</i> proposes a Class I Bikeway along the project segment from Los Olivos to the Santa Ynez River. Class II Bikeways are proposed throughout Los Olivos, Ballard, Santa Ynez, and along SR 246, which intersects the project segment.</p>
<p>Does the highway segment function as a “Main Street: or a “Safe Route to School”? Yes, the crossing at Alamo Pintado Road serves local students on their way to and from school.</p>	<p>Where feasible, the project should seek to widen shoulders to achieve standard widths. If lane or shoulder closures are planned for any length of time in locations where bicycles are allowed, it is important to consider how they will be accommodated during construction.</p>	
<p>Describe the bicycle and pedestrian needs as identified in an existing Bicycle/Pedestrian Plan or comprehensive planning study for the corridor, if any. The <i>SBCAG Regional Bicycle and Pedestrian Plan</i> identifies the need to develop alternative parallel bicycle & pedestrian routes through the Santa Ynez Valley.</p>		
<p>If applicable, is the Pedestrian Plan or comprehensive planning study included in the ADA Transition Plan? No</p>		
<p>Is the proposed project located on a corridor that accommodates or bisect recreational trails No</p>		

<p>Contact information for bicycle, pedestrian or disabled advisory advocates.</p> <p>California Walks 1904 Franklin St., Ste. 709 Oakland, CA 94612 (510) 292-4435</p> <p>United Way of Santa Barbara County 320 E. Gutierrez St. Santa Barbara, CA 93101 (805) 965-8591 info@unitedwaysb.org</p> <p>Department of Social Services County of Santa Barbara 234 Camino del Remedio Santa Barbara, CA 93110 (805) 681-4401 Bike Santa Barbara County bikesbcounty@gmail.com</p> <p>Santa Barbara Bicycle Coalition 506 E. Haley St. Santa Barbara, CA 93103 (805) 845-8955</p>	<p>There is no evidence in the record to indicate that the project would impede the meeting of any identified bicycle or pedestrian needs or opportunities.</p>	
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3.3 Transit Conditions

TRANSIT CONDITIONS	Needs/Opportunities with Project	Regional/Local Partner Needs
<p>What are the existing transit accommodations, if any? (e.g., such as bus stops or active transit line) There are no bus stops or active transit lines located along the segment.</p>	<p>There are no identified transit needs or opportunities that can be met in conjunction with this project. Furthermore, the project would not impede the meeting of any known transit needs or opportunities.</p>	<p>The <i>Draft SBCAG Transit Needs Assessment 2016</i> (June 2016) does not identify any future service needs for communities along the SR 154 project segment.</p>
<p>Are there existing transit or proposed accommodations on intersecting local roadways? Bus stops can occasionally be found on intersecting local roadways in the Santa Ynez Valley. Nearby active transit lines serve the rural communities of the Santa Ynez Valley.</p>		
<p>Where is the nearest Park and Ride Lot? Along SR 246, 800 feet west of the SR 154/SR 246 roundabout.</p>		

TRANSIT CONDITIONS	Needs/Opportunities with Project	Regional/Local Partner Needs
<p>Who owns/maintains? Caltrans</p>		
<p>Describe transit facility needs identified in short-and long-range transit plans and RTP. Describe how these future plans relate to the corridor. The <i>Draft SBCAG Transit Needs Assessment 2016</i> (June 2016) does not identify any future service needs for SR 154.</p>		
<p>Contact information for local transit provider.</p> <p>Santa Ynez Valley Transit 431 Second Street, Ste. 9 Solvang, CA 93463</p> <p>Breeze Bus 1303 Fairwar Dr. Santa Maria, CA 93455-1407 (800) 417-2137 info@breezebus.com</p> <p>SMOOTH (Santa Maria Organization of Transportation Helpers) 240 E. Roemer Way Santa Maria, CA 93454</p> <p>Santa Barbara MTD 550 Olive Street Santa Barbara, CA 93101 805-963-3366</p>		

3.4 Local and Regional Planning

LOCAL AND REGIONAL PLANNING	Additional Needs/Opportunities with Project
<p>MPO/RTPA and Contact Name: Santa Barbara County Association of Governments 260 North San Antonio Road, Suite B Santa Barbara, CA 93110</p> <p>Michael Becker mbecker@sbcag.org</p>	<p>Please note, SBCAG is currently updating its RTP and is projected to be adapted by August 2017. You may check the latest RTP on this link: http://www.sbcag.org/documents.html</p>

<p>Local County/City and Contact Name: Santa Barbara County 123 E Anapamu St, Santa Barbara, CA 93101</p>	
<p>Title and web-link to most current Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) Final EIR for 2040 RTP-SCS http://www.sbcag.org/uploads/2/4/5/4/24540302/final_eir_for_2040_rtp-scs.pdf</p> <p>Final 2040 RTP-SCS Chapters http://www.sbcag.org/uploads/2/4/5/4/24540302/final2040rtpscs-chapters.pdf</p> <p>Final 2040 RTP-SCS Appendices http://www.sbcag.org/uploads/2/4/5/4/24540302/final_2040_rtp-scs_appendices.pdf</p>	
<p>Title and web-link to most current General Plan.</p> <p>County of Santa Barbara- Long range planning http://longrange.sbcountyplanning.org/general_plan.php</p>	
<p>Provide nexus between the RTP objectives and the proposed project to establish the basis for the project purpose and need.</p> <ul style="list-style-type: none"> • Mobility and system reliability: Optimize the transportation system to improve accessibility • System maintenance, expansion and efficiency: Promote the maintenance and enhancement of existing highway and roadway system as a high priority. 	

Section 4: Climate Change and Environmental Considerations

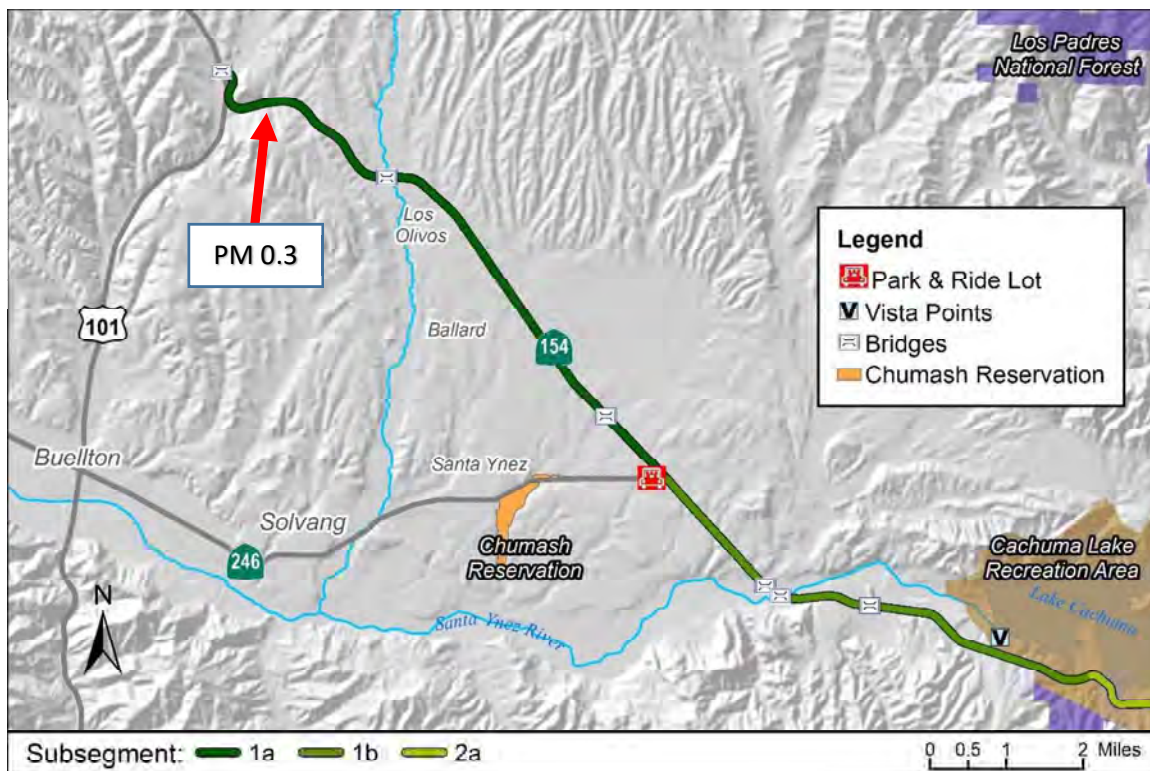
CLIMATE CHANGE AND ENVIRONMENTAL CONSIDERATIONS	
Is there an adopted Climate Action Plan for the City of County in which the proposed project is located?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the corridor susceptibility to climate change factors such as increased flooding or sea level rise? If yes, please indicate which factors to the right. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Sea Level Rise/Storm Surge <input type="checkbox"/> Temperature Changes <input checked="" type="checkbox"/> Precipitation <input checked="" type="checkbox"/> Wildfire
Is there a local and/or regional climate vulnerability assessment or adaptation plan? Please provide link and/or further information.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Describe assets vulnerable to changes in climate conditions, such as landscape planting, irrigation systems.	Drainage facilities, landscape planting, adjacent slopes, road signs, bridges, ITS infrastructure, emergency call boxes
Does the proposed project include GHG measures from the Regional RTP/SCS's Environmental Impact Report (EIR)?	Yes, all transportation projects are subject to the adopted EIR's GHG reduction measures.
Is the proposed project located on or near and of the following: sensitive habitat areas such as wetlands, native or sensitive species habitats, wildlife corridors, identified fish passage barrier, agricultural land?	Yes

AIR QUALITY MANAGEMENT	
Name of Air Quality Management District (AQMD) Santa Barbara Air Pollution Control District	
Is the proposed project located in a Federal non-attainment or attainment maintenance area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

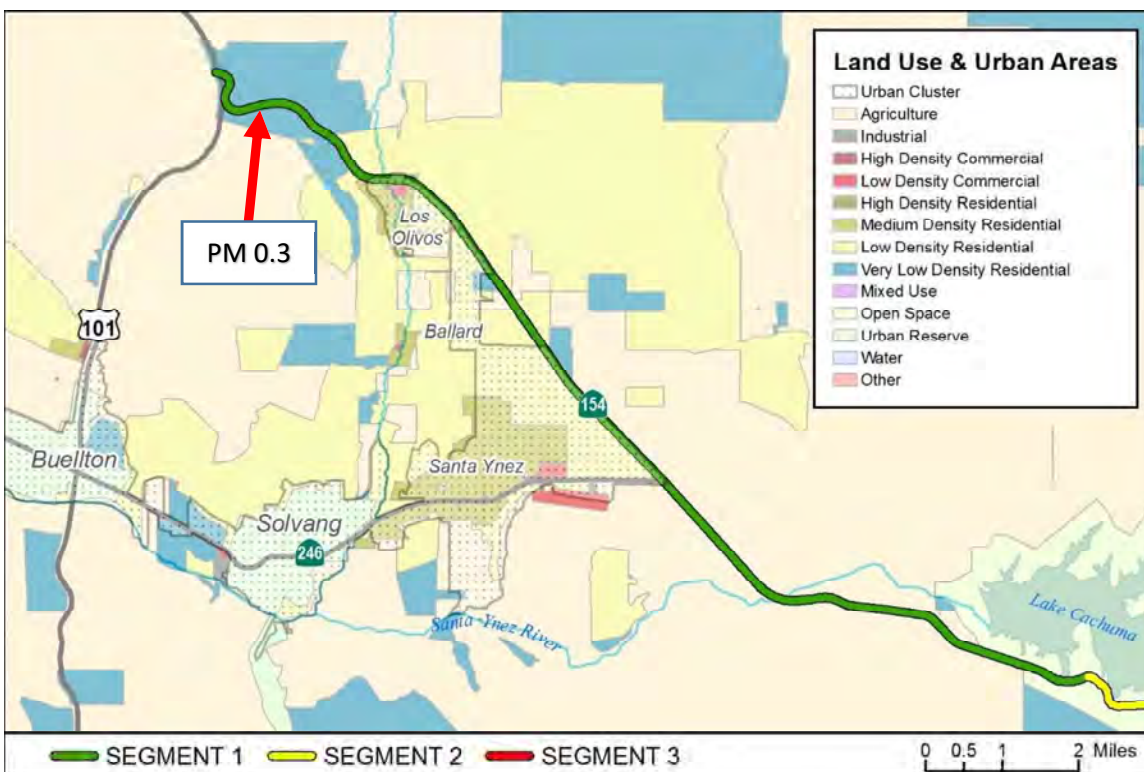
Section 5: Tribal Government Coordination

TRIBAL GOVERNMENT COORDINATION	
Is the proposed project within or near an Indian Reservation Rancheria, or Tribal Trust Land?	<input checked="" type="checkbox"/> Yes (Please provide name/names) <input type="checkbox"/> No
Does the proposed project involve trust lands (including tribal and individual allotted lands) outside of a reservation or Rancheria?	<input type="checkbox"/> Yes (Please provide name/names) <input checked="" type="checkbox"/> No
You may skip the following three questions below only if both questions above have been checked no.	
<ul style="list-style-type: none"> Has the Tribe or individual allotment holders been notified? 	<input type="checkbox"/> Yes (Describe concerns/topics discussed) <input checked="" type="checkbox"/> No (Why not?) The project is currently in a preliminary selection phase. Tribal notification is forthcoming.
<ul style="list-style-type: none"> Has the Bureau of Indian Affairs (BIA) been notified (if trust lands and/or a Reservation/Rancheria is involved)? 	<input type="checkbox"/> Yes (Describe concerns/topics discussed) <input checked="" type="checkbox"/> No (Why not?) The project is currently in a preliminary selection phase. BIA notification is forthcoming.
<ul style="list-style-type: none"> Have all applicable tribal laws and regulations been reviewed for required coordination? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is there an AB 52 letter on file from a Native American Tribe that would affect this project?	<input type="checkbox"/> Yes (Please provide Tribal name(s) and letter details). <input type="checkbox"/> No
Has the Tribal Government been contacted?	<input type="checkbox"/> Yes (Describe concerns/topics discussed) <input checked="" type="checkbox"/> No (Why not) The project is currently in a preliminary selection phase. Tribal Government contact is forthcoming.
Does the Tribe have a Tribal Employment Rights Office/Ordinance (TERO)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<ul style="list-style-type: none"> Has the TERO been reviewed for required coordination? 	<input type="checkbox"/> Yes <input type="checkbox"/> No
<ul style="list-style-type: none"> Is there a related Memorandum of Understanding (MOU) between the District and the Tribe? 	<input type="checkbox"/> Yes <input type="checkbox"/> No
Does Caltrans have other MOUs with the Tribe?	<input type="checkbox"/> Yes (Provide title and description or content) <input type="checkbox"/> No

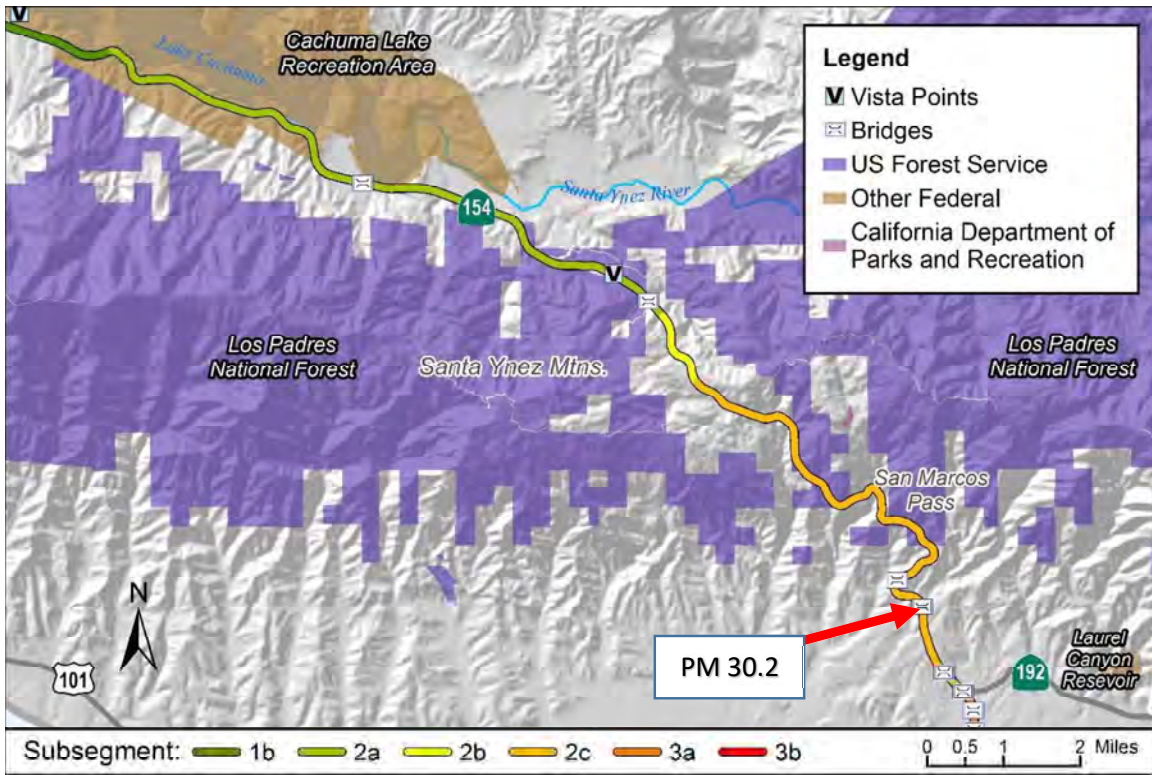
SEGMENT MAP



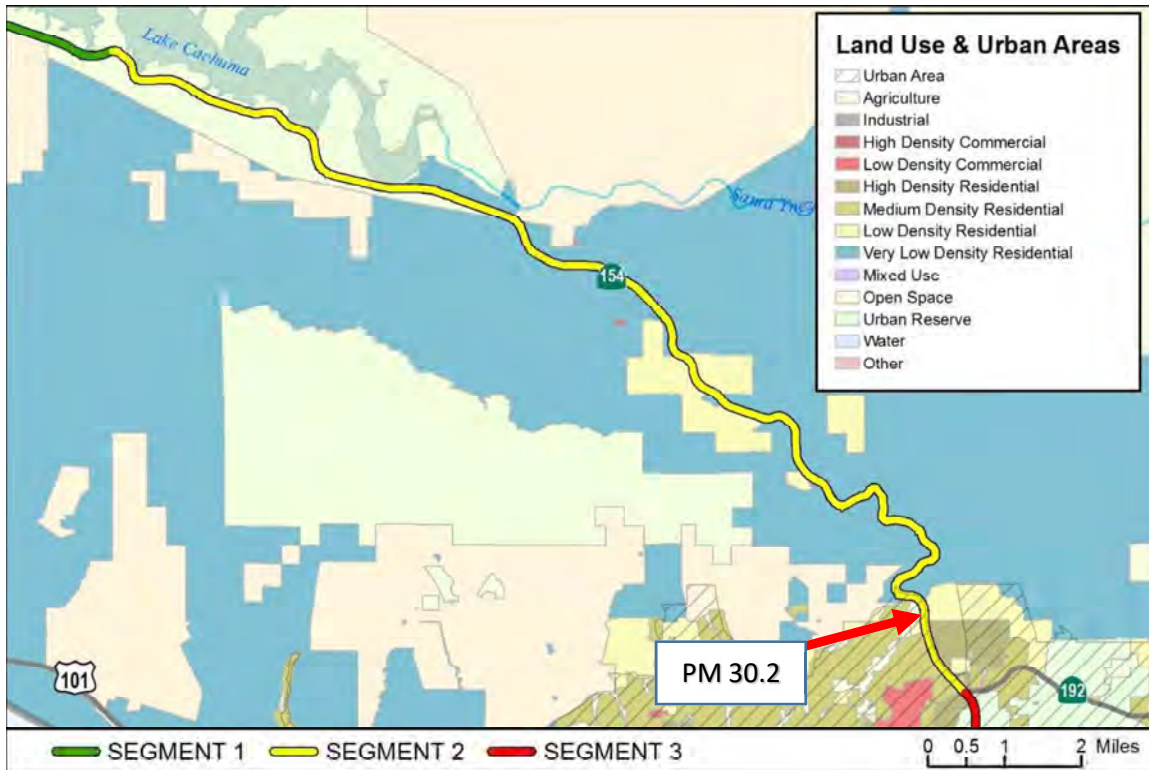
SR 154 Segment 1 Route Features



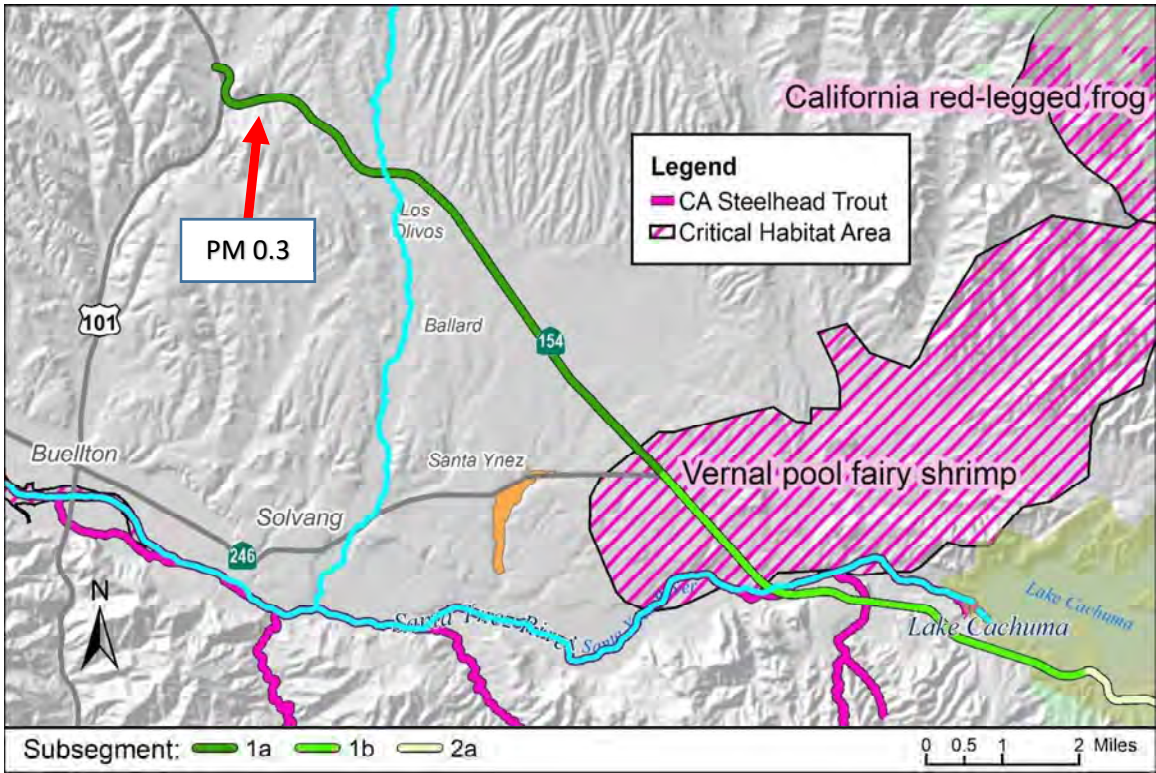
SR 154 Segment 1 Land Use



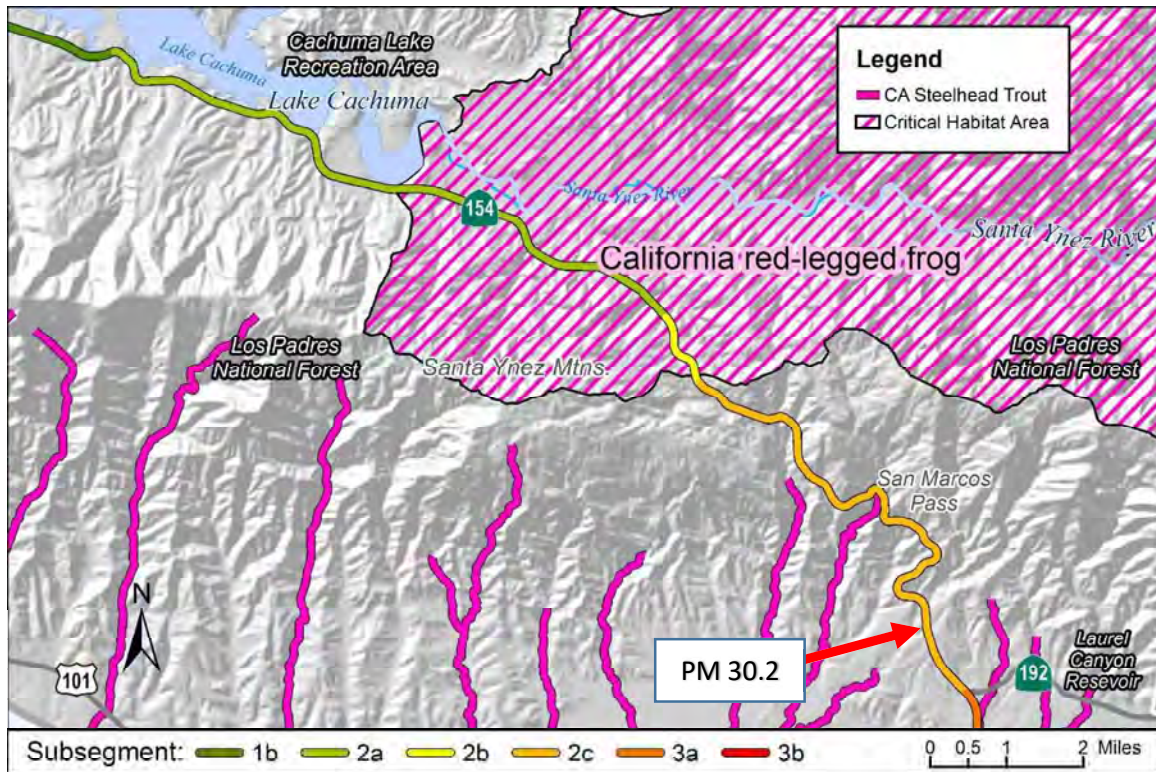
SR 154 Segment 2 Route Features



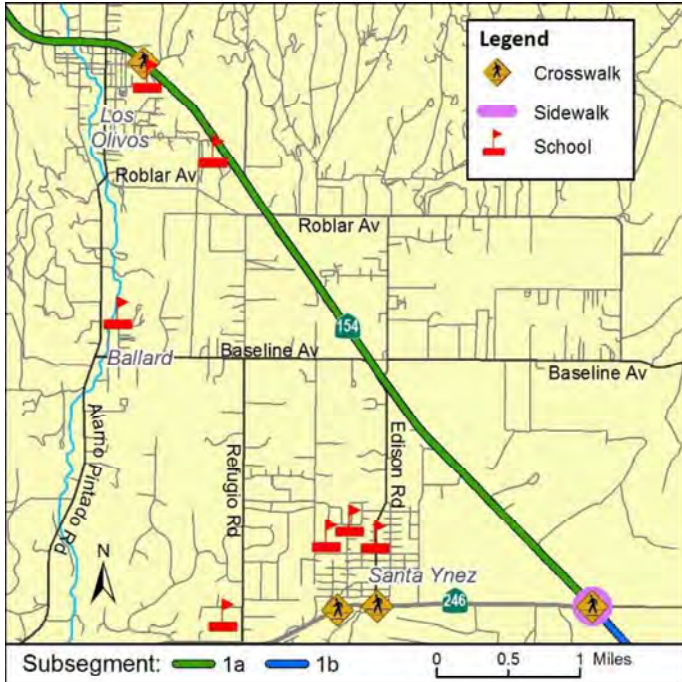
SR 154 Segment 2 Land Use



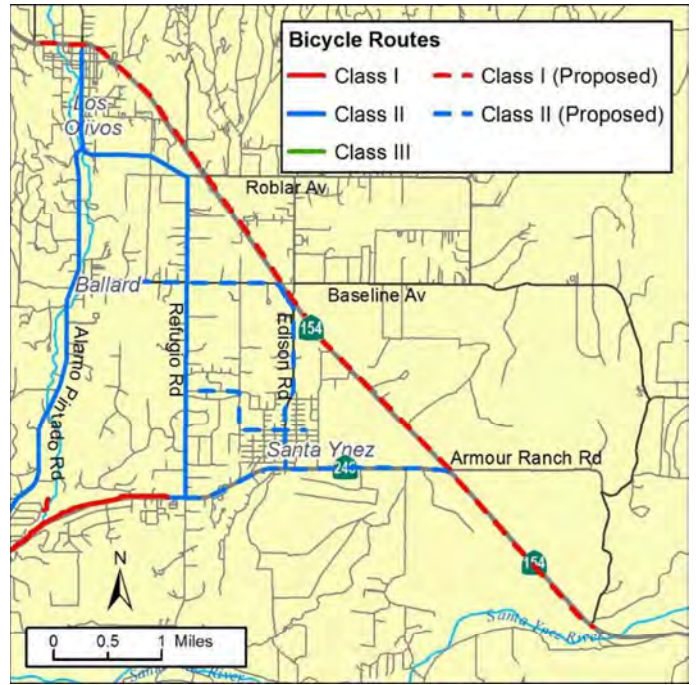
SR 154 Segment 1 Critical Habitat



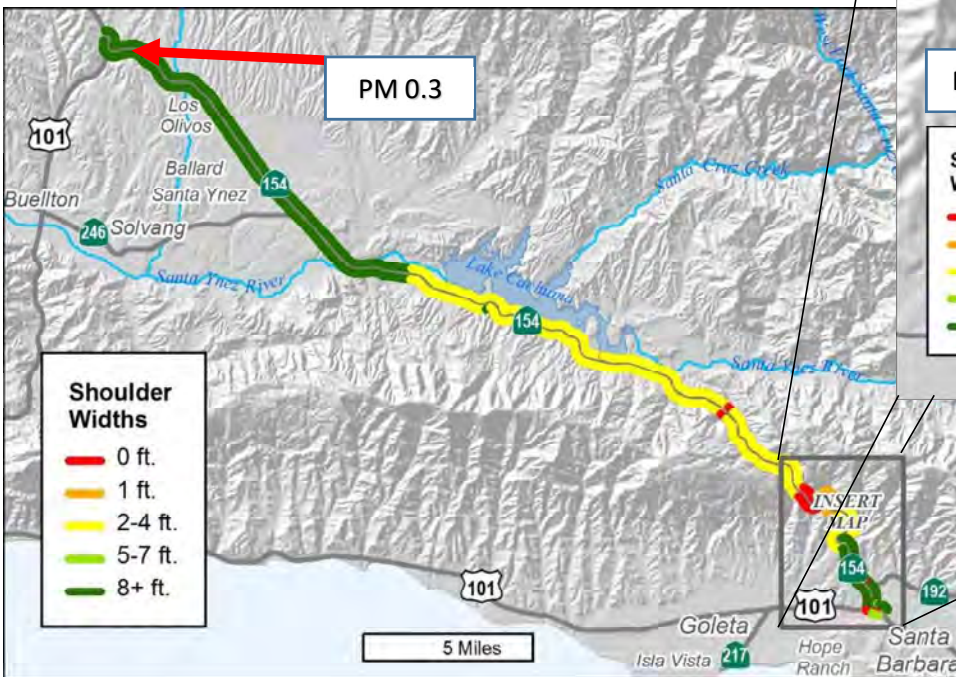
SR 154 Segment 2 Critical Habitat



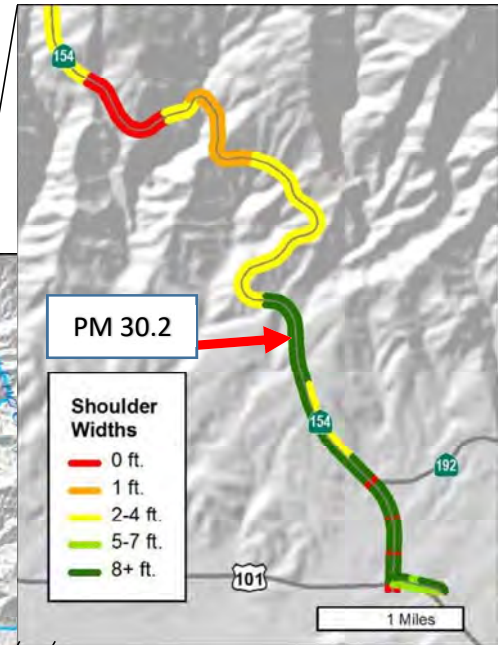
Pedestrian Facilities in the Santa Ynez Valley Area



Existing and County-Proposed Bicycle Facilities in the Santa Ynez Valley



SR 154 Shoulder Widths



SR 154 Shoulder Widths Insert Map



Pedestrian Crosswalk at Alamo Pintado Avenue near Los Olivos



ROW at Alamo Pintado Avenue Crossing near Los Olivos



Pedestrian Crosswalk at SR 154/SR 246 Roundabout



4-Way Stop at SR 154/Baseline Av & Edison Rd Intersection

Attachment K

(SHOPP Performance Report – AMT Printout)

SHOPP Project - Accomplishment - Performance Measures - Benefits

District: 05 Tool ID: 19153 Project ID: 0518000216 EA: 1K520 Co-Rte-PM: SB-154-R0.0/32.84 (Primary Location)

Res In PID WP: 07/03/18 Project Manager: Sherri Martin

Save to Excel

<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input checked="" type="checkbox"/> Drainage	<input type="checkbox"/> Facilities	<input checked="" type="checkbox"/> Signs and Lighting	<input checked="" type="checkbox"/> Mobility	<input checked="" type="checkbox"/> Roadside	<input checked="" type="checkbox"/> Complete Streets	<input type="checkbox"/> Sustainability /Climate Change	<input type="checkbox"/> Advance Mitigation /Mitigation	<input type="checkbox"/> Major Damage & Betterments	<input checked="" type="checkbox"/> Green-house Gases	<input type="checkbox"/> Relinquishment
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Performance & Accomplishments (PPC)

ActID	Activity Detail	Performance Objective	Unit of Measurement	Quantity	Pre-Good	Pre-Fair	Pre-Poor	New	Post-Good	Post-Fair	Post-Poor	HQ Program Review - Agree with District?	HQ Comment	Review Date	Performance Change Date After Review	Comment
1	C01	Replace/Install Culverts (201.151)	No Performance Objective in the SHSMP	Each	14.0	3.000	11.000									
2	C02	Replace/Install Culverts (201.151)	Drainage Restoration	Linear Feet	2436.67	402.000	2034.670									
3	C03	Slip Line Culvert (201.151)	No Performance Objective in the SHSMP	Each	7.0	4.000	3.000									
4	C04	Slip Line Culvert (201.151)	Drainage Restoration	Linear Feet	831.34	448.460	382.880									
5	C05	Cure in Place Line Culvert (201.151)	No Performance Objective in the SHSMP	Each	4.0	1.000	3.000									
6	C06	Cure in Place Line Culvert (201.151)	Drainage Restoration	Linear Feet	1016.58	246.000	770.580									
7	C07	Abandon/Remove Culvert (201.151)	No Performance Objective in the SHSMP	Each	3.0		3.000									
8	C08	Abandon/Remove Culvert (201.151)	Drainage Restoration	Linear Feet	173.0		173.000									
9	C12	Fish Passage	No Performance Objective in the SHSMP	Yes/No	Yes											
10	C13	New Culvert	No Performance Objective in the SHSMP	Each	3.0			3.0								
11	C14	New Culvert	Drainage Restoration	Linear Feet	386.0			386.0								
12	C17	Fish Passage in the Priority List	Fish Passage	Each	0.0											
13	C18	Fish Passage Not in the Priority List	No Performance Objective in the SHSMP	Each	0.0											
14	E07	Guard Rail (201.010, .015)	No Performance Objective in the SHSMP	Linear Feet	1180.0		1180.000		1180.000							
15	F01	Census Station (201.315)	No Performance Objective in the SHSMP	Each	1.0		1.000		1.000							
16	F02	Changeable Message Sign (201.315)	No Performance Objective in the SHSMP	Each	1.0			1.0								
17	F45	TMS Structure Component	Transportation Management System Structures	Each	1.0			1.0								
18	F46	TMS Technology Component	Transportation Management Systems	Each	2.0		1.000	1.0	1.000							
19	G17	Roadside Stopping Opportunities (Vista Points, Truck Parking Expansion)	No Performance Objective in the SHSMP	Locations	1.0		1.000		1.000							.2 overlay-23,120 SQFT Rancho Cielo (cold spring) Vista Point
20	H32	Is any Location Within the Project Limits Ped/Bike Accessible?	No Performance Objective in the SHSMP	Yes/No	Yes											
21	H55	Justification for Complete Streets Not Applicable	Culv Only	1,2,3												
22	N04	Defer	No Performance Objective in the SHSMP	-												Not a CE/CE

Attachment L

(Preliminary Geotechnical Report)

Memorandum

*Making Conservation
a California Way of Life.*

To: BRIAN FULLER
Senior Transportation Engineer
District 5, Design II - Branch D

Date: April 4, 2022

File: SB-154-0.0/32.84
05-1K520
0518000216

From: DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
GEOTECHNICAL SERVICES DESIGN WEST - BRANCH E

Subject: **ADDENDUM TO THE DISTRICT PRELIMINARY GEOTECHNICAL REPORT,
HIGHWAY 154 DRAINAGE IMPROVEMENTS, SANTA BARBARA COUNTY**

Introduction

This addendum to the District Preliminary Geotechnical Report (DPGR) dated December 17, 2018 is prepared per your request dated March 11, 2022 for proposed drainage system restorations, and improvements to the transportation management systems. The project proposes to rehabilitate eighteen drainage systems. It is anticipated that the culvert improvements will include repair of the headwalls at the inlets and outlets, flared end sections, flowline paving or rock slope protection at the outlets, and outlet ditch modification. Additionally, the project proposes to replace two electronic counting stations and add a Changeable Message Sign. Potentially included in the project is a 2-inch hot mix pavement overlay at the Rancho Cielo (Cold Springs) vista point once the culverts there are addressed.

Project Description

Highway 154 in the culvert project area in the early 1900's was San Marcos Pass Road leading from Santa Barbara across the mountains to Santa Ynez. During 1934 and 1935 the highway was realigned and extended through Los Olivos to Highway 101 as a paved 2 lane road. In the mountains the new road was constructed with cuts into the hillsides and embankment fills and bridges across the canyons. The slopes were constructed at 1½ :1 (H:V) inclinations and were of varied height. Across the valleys the road was constructed on grade or shallow embankment fills. Concrete arch and box culverts were pipes constructed to provide drainage under the embankments. Between 1955 and 1970 portions of the road were reconstructed and/or realigned with additional CSP culverts added to improve drainage.

As outlined in the request, the project proposes to rehabilitate 18 drainage systems at various locations along the alignment of SR 154. Many of the repairs are of surface elements or can be made from the surface by the open trench methods. These repairs include shallow sections of culvert pipe or junction boxes, headwalls at the inlets and outlets, flowline ditch paving or rock slope protection at the outlets. Trenchless construction, lining or localized repair may be used where the depth of the culvert element is deeper than 10 feet or if the travel way must be kept

open and usable during construction. It is also anticipated that the culvert repairs will include new headwalls at the inlets and outlets at several of these locations. The locations of those culverts within the project are presented in Attachment A, and anticipated repair strategies are summarized in Table 1 below:

Table 1 – SR 154 Culvert Rehabilitation Locations and Strategy

Culvert No.	Post Mile	System Nodes	Condition	Recommended Repair Type	Proposed Culvert Size	Portions of Drainage Length Effected**	Proposed Culvert Material
511544100033	0.33	Node 4-3	Poor	Cut & Cover	36"	60'	RCP
		Node 2-1	Poor	Cut & Cover	36"	296'	3
511540100103	1.03	Node 2-1	Poor	Cut & Cover	24"	60'	RCP & CSP
511540100681	6.81	Node 2-1	Poor	Cut & Cover	24"	6'	RCP
511544100687	6.87	Node 2-1	Poor	Cut & Cover	24"	(2)-6'	RCP
511544100754	7.54	Node 2-1	Fair	Cut & Cover	24"	(2)-6'	RCP
511540001685	16.85	Node 2-1	Fair	Localized	9.5' Arch	238'	N/A
511540001750	17.50	Node 2-1	Good	Cut & Cover	24"	40'	RCP
511540002157	21.57	Node 5-4-3	Poor	Lining	48"	380'	CIPP
		Node 3-2-1	Poor	Cut & Cover	48"	400'	CSP
511540002200	22.00	Node 2-1	Poor	Cut & Cover	60"	44'	CSP
		Node 2-1	Poor	Lining	66"	544'	CIPP
511540002207	22.07	Node 2-1	Fair	Cut & Cover	24"	140'	CSP
511546002251	22.51	Node 5-2	Fair	Lining or replace with new	24"	160'	RCP
		Node 2-1	Fair	Lining	36"	260'	CIPP
51154002359	23.59	Node 2-1	Fair	Lining	24"	252'	CIPP
511548002483	24.83	Node 2-1	Fair	Cut & Cover	24"	90'	RCP
511546002570	25.70	Node 3-2	Poor	Lining	54"	80'	RCP
		Node 2-1	Poor	Lining	54"	492'	CIPP
511544002676	26.76	Node 4-3-2-1	Fair	Lining	Conc. Arch	317'	CIPP

Culvert No.	Post Mile	System Nodes	Condition	Recommended Repair Type	Proposed Culvert Size	Portions of Drainage Length Effected**	Proposed Culvert Material
511544002767	27.67	Node 3-2-1	Poor	Localized	Conc. Arch	249'	N/A
511544002928	29.28	Node 2-1	Poor	Cut & Cover	24"	58'	CSP & RCP
		Node 3-2	Poor	Cut & Cover	24"	40'	RCP
511544003014	30.14	Node 2-1	Poor	Cut & Cover	24"	100'	CSP

*Notes: CSP – Corrugated Steel Pipe, RCP – Reinforced Concrete Pipe, CIPP – Cured-in Place Pipe

In addition to the culvert repairs, a new Changeable Message Sign (CMS) is proposed on the southeast bound side of the roadway at PM 6.25, along with electronic count stations at PMs 0.1 and 24.8. Potentially a 2-inch hot mix pavement overlay at the Rancho Cielo (Cold Springs) Vista Point at PM 22.50 will be included once the culvert issues at PM 22.51 are addressed.

Exception to Policy

No exceptions to current policies and procedures are requested for this project.

Geotechnical Investigation

No geotechnical investigation was performed to prepare the original DRGR dated December 17, 2018 and this addendum.

Geotechnical Conditions

A detailed description of geotechnical conditions (i.e., geology, surface conditions, groundwater etc.) is provided under different heading such as existing facilities, physical setting and geologic conditions in the original DPGR dated December 17, 2018. For this project, seismic hazards are not considered to be design constraints.

Geotechnical Design Evaluation

The current scope of the project as summarized in Table 1 do not affect the geotechnical design considerations as provided in the original DPGR dated December 17, 2018. A brief discussion on erosion, slope stability and rockfall, and excavation characteristics are presented in the original DPGR dated December 17, 2018.

Recommendations

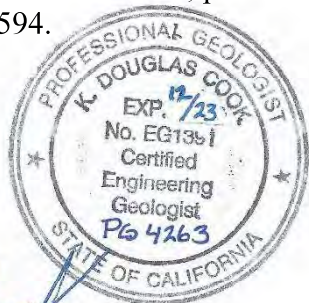
A Preliminary Geotechnical Design Report should be requested at the PA&ED phase of the project as plans are being developed. It is recommended that a geotechnical investigation of the subsurface conditions be conducted to evaluate the design parameters at each lining, localized

repair or trenchless construction locations. A total of 7 borings, to 10 feet below the respective proposed invert elevations, up to 100 feet deep may be required for this project. In addition, a boring will be necessary at the CMS location at PM 6.18. No subsurface investigation will be necessary at the culvert sites proposed for open trench cut and cover method of replacement. Samples of near surface water in the drainage and embankment fill soils should be obtained for corrosion testing.

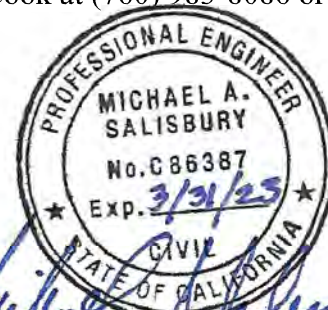
In lieu of replacing the culverts by jacking a new pipe along a new alignment, then grouting to abandon the existing pipe, it is recommended that consideration be given to placement of the new pipes via the pipe hammer/ramming method. This will replace a new larger pipe and remove the old pipe in a single operation in the existing alignment and profile.

Additional evaluations of the proposed access road slopes are recommended once the locations and geometry of each become known. Cuts into existing embankment fill of 1½:1 (H:V), or new embankment fills of 1½:1 (H:V) match the existing slopes may be planned if needed. The heights and locations of the proposed cut or fill slopes is not known at this time and are contingent upon the routes taken. Slope stability analysis will be required for the slopes once the routes are selected. Additional measures may be required to mitigate slope stability issues. All slopes will be susceptible to erosion and require protective mitigation.

If you have any questions or comments, please contact Doug Cook at (760) 983-8086 or Michael Salisbury at (213) 215-2594.



K. Douglas Cook
K. DOUGLAS COOK, C.E.G.
Engineering Geologist
Geotechnical Design – West, Branch E



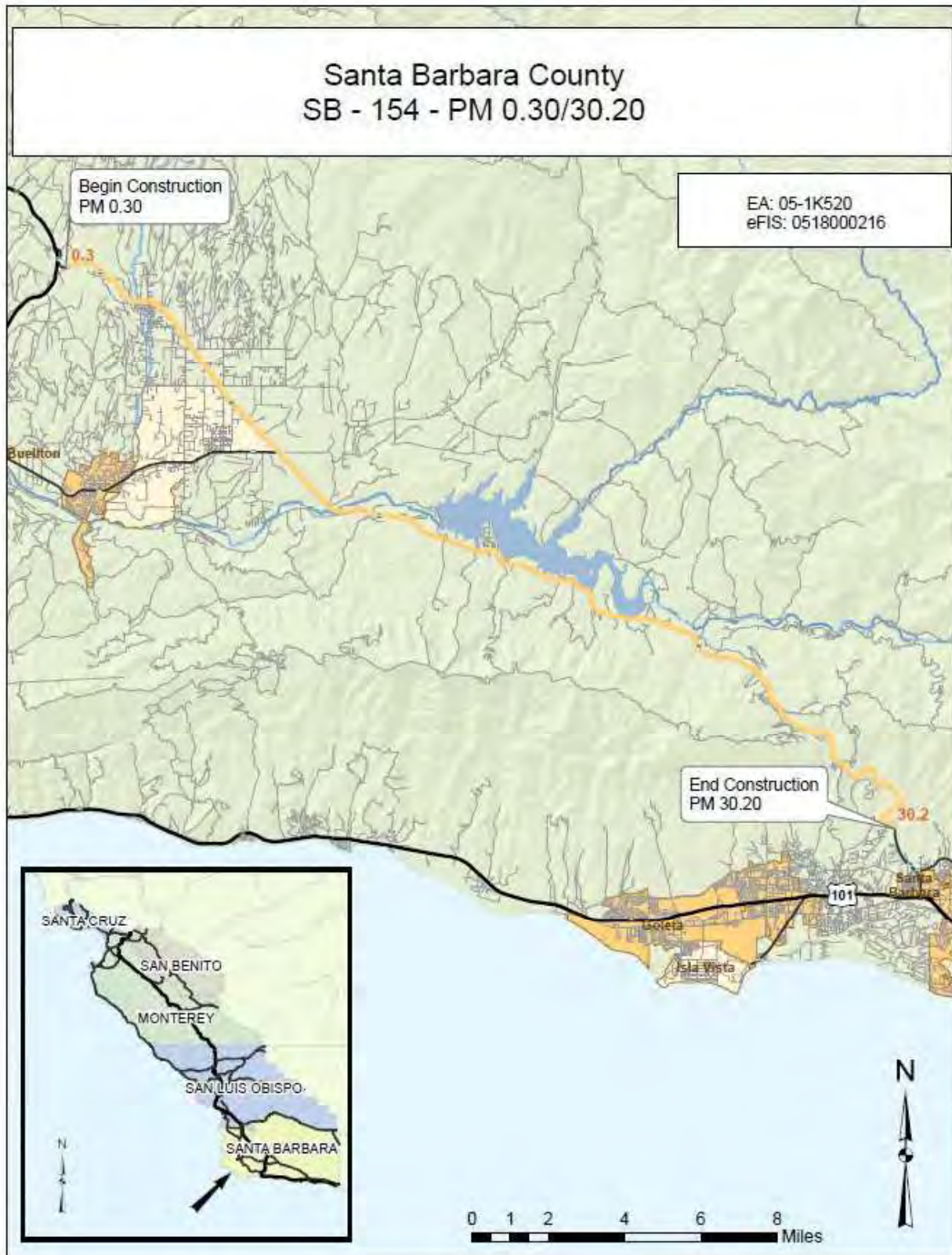
Michael Salisbury
MICHAEL SALISBURY, C.E.G., P.E.
Senior Transportation Engineer Civil
Geotechnical Design – West, Branch E

cc: District 5 Project Manager - Michael Lew
District 5 Material Engineer - Ted Mooradian
Project Liaison - Andrew Tan
Project Engineer – Mark Davis
Geotechnical Archive - GeoDog

Attachments:

Attachment A – Culvert Locations
Attachment B – Regional Geologic Map
Attachment C – Regional Fault Map

Attachment A – Culvert Locations



Project Vicinity Map



Figure A-1 Location of Culvert 0.33



Figure A-2 Location of Culvert 1.03



Figure A-3 Location of Culvert 6.81



Figure A-4 Location of Culvert 6.87



Figure A-5 Location of Culvert 7.54



Figure A-6 Location of Culvert 16.85



Figure A-7 Location of Culvert 17.50



Figure A-8 Location of Culvert 21.57



Figure A-9 Location of Culvert 22.00



Figure A-10 Location of Culvert 22.07



Figure A-11 Location of Culvert 22.51



Figure A-12 Location of Culvert 23.59



Figure A-13 Location of Culvert 24.83



Figure A-14 Location of Culvert 25.70

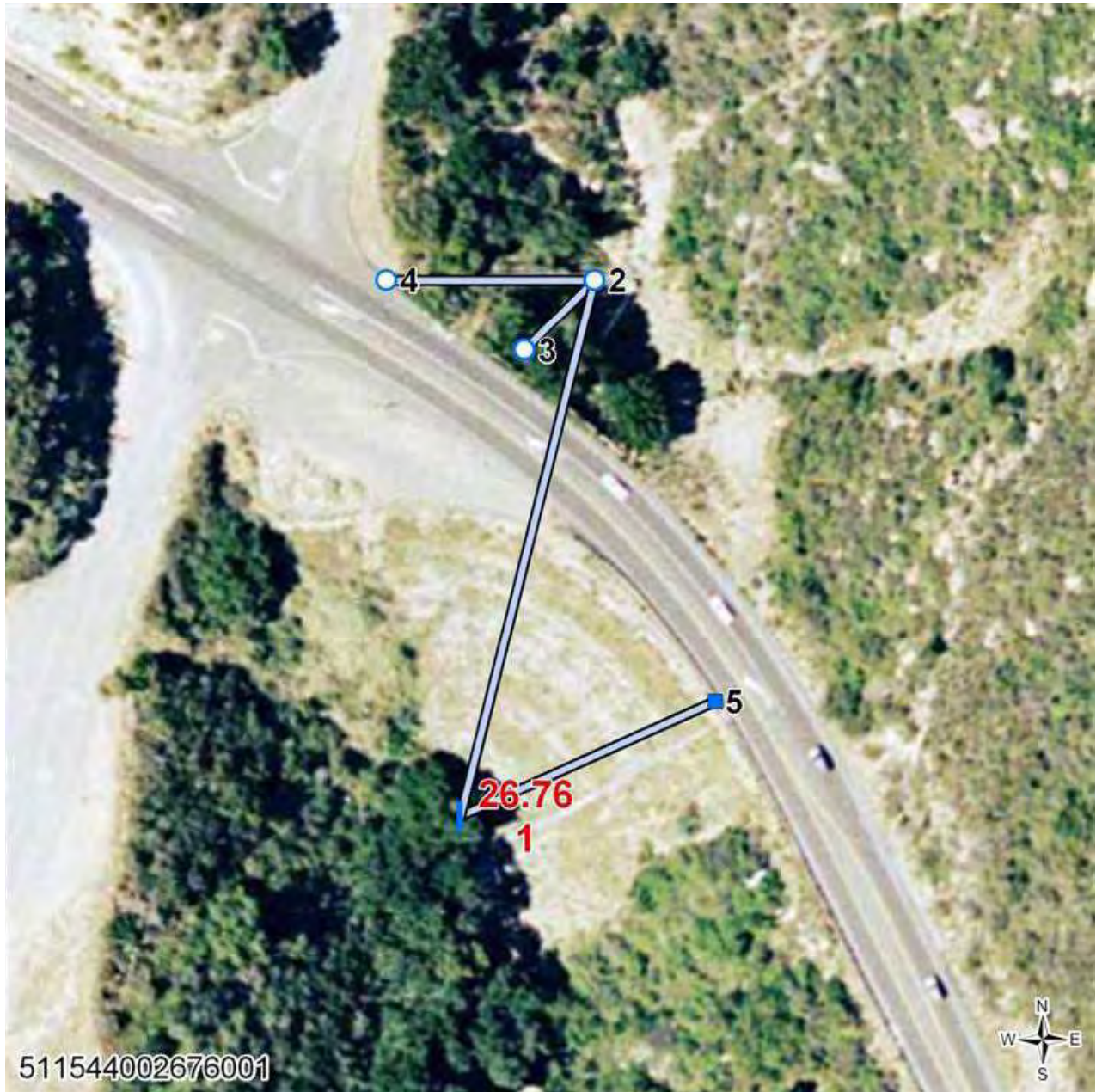


Figure A-15 Location of Culvert 26.76



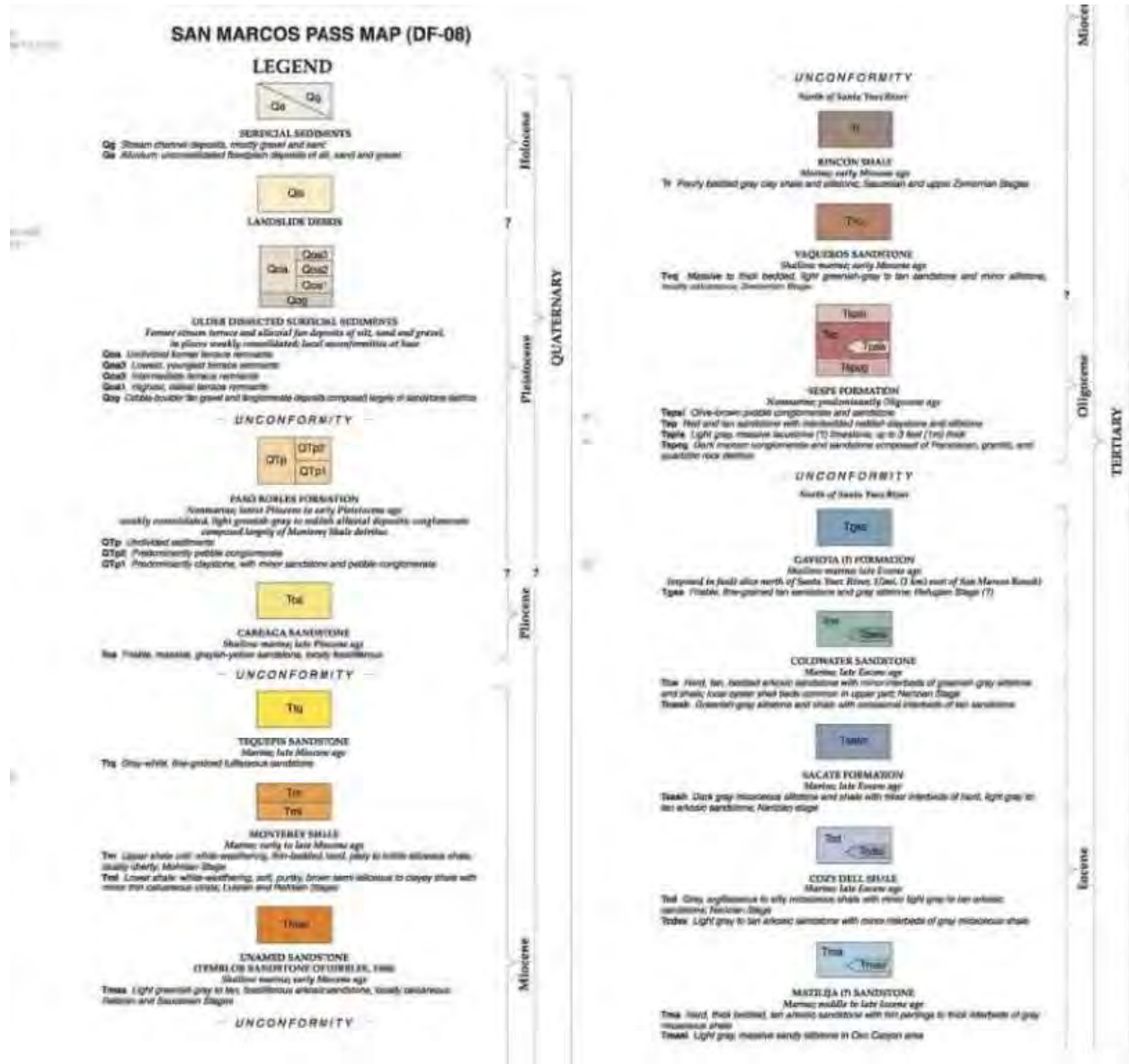
Figure A-16 Location of Culvert 29.28



Figure A-17 Location of Culvert 30.14

Attachment B – Regional Geologic Map

Legend for Regional Geologic Map



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

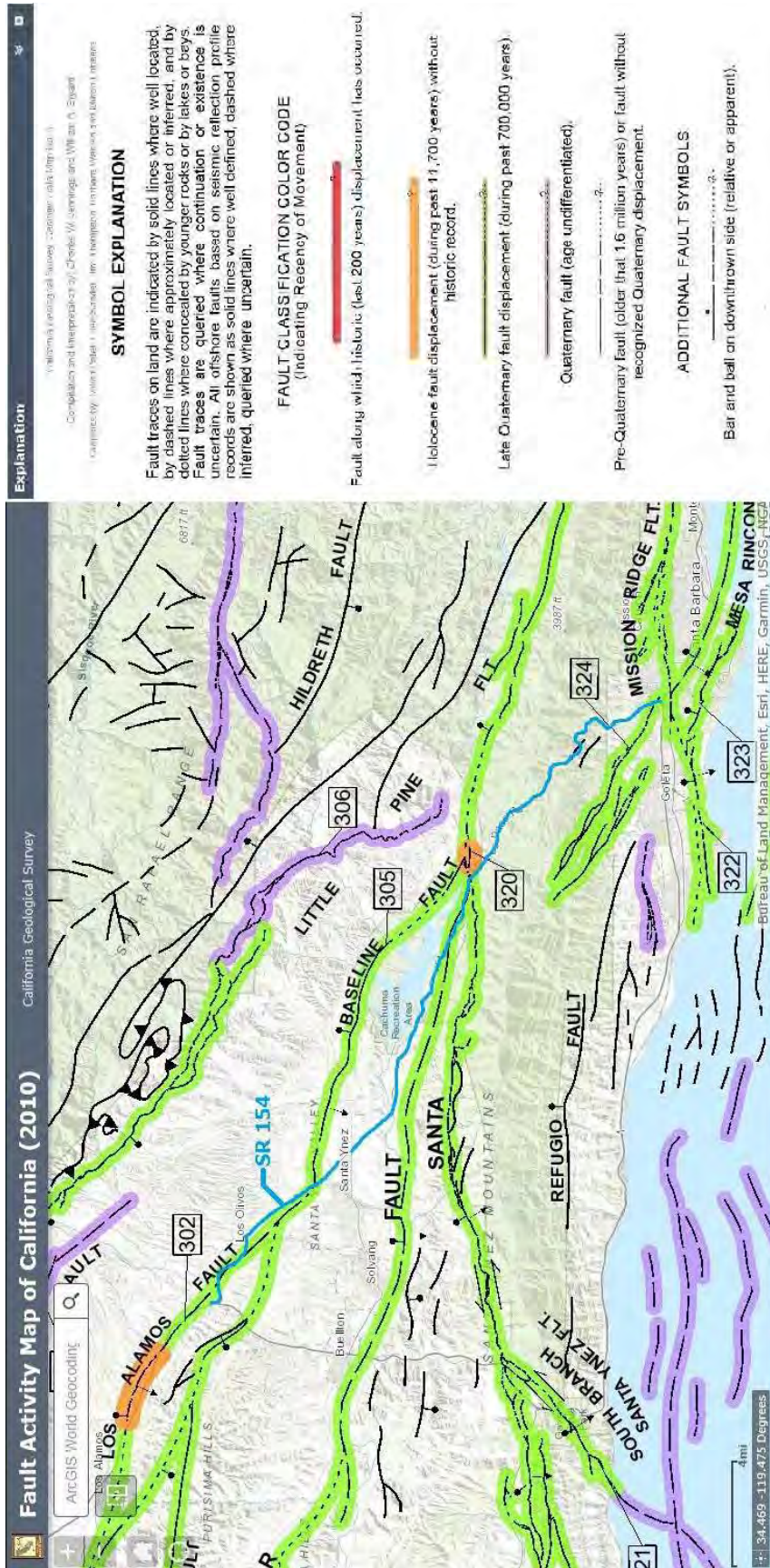


"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
Attachment L

Sources for Regional Geologic Map

- Dibblee, T.W., and Ehrenspeck, H.E., 1986, Geologic map of the Hildreth Peak quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 05.
- _____, 1986, Geologic map of the Santa Barbara quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 06.
- _____, 1987, Geologic map of the Goleta quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 07.
- _____, 1987, Geologic map of the San Marcos Pass quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 08.
- _____, 1987, Geologic map of the Dos Pueblos quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 09
- _____, 1987, Geologic map of the Lake Cachuma quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 10.
- _____, Geologic map of the Santa Ynez and Tajiguas quadrangles, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 15.
- _____, 1988, Geologic map of the Solvang and Gaviota quadrangles, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 16.
- _____, 1993, Geologic map of the Figueroa Mountain quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF-43
- _____, 1993, Geologic map of the Los Olivos quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF-44
- _____, 1993, Geologic map of the Zaca Creek quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 45.
- _____, 2005, Geologic map of the San Rafael Mountain quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 188.
- _____, 2005, Geologic map of the Big Pine Mountain quadrangle, Santa Barbara County, California: Dibblee Geological Foundation, Map DF- 189.

Attachment C – Regional Fault Map



"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Attachment M

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HQ Division of Design	All Projects	Point Here for instructions		Point Here for instructions		Point Here for instructions	
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HQ Environmental	All Projects	Larry Bonner	1	Larry Bonner		Larry Bonner	
HQ Maintenance	SHOPP-Pavement - 201.170	Rupinder Dosanjh	1	Florante Bautista	1	Rupinder Dosanjh	
	SHOPP-Bridge - 201.110	Diana Campbell	1	Diana Campbell	1	Diana Campbell	1
	SHOPP-Roadway Preservations - 130, 131, 150	Dave Changizi	1	Dave Changizi	1	Dave Changizi	1
	STIP	Patti-jo Dickinson	1	Patti-jo Dickinson	1	Patti-jo Dickinson	1
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	SHOPP	Donna Berry	1	Donna Berry	1	Donna Berry	1
HQ Traffic Operations	SHOPP-Mobility - 201.310	John Holzhauser	1	John Holzhauser	1	John Holzhauser	1
HQ Traffic Operations	SHOPP-Mobility - 201.315	Patrick Leung	1	Patrick Leung	1	Patrick Leung	1
HQ Traffic Ops/Traffic Safety Pgm	SHOPP-Safety - 201.010	Abdel Beshair	1	Abdel Beshair	1	Abdel Beshair	1
HQ Traffic Ops/Traffic Safety Pgm	SHOPP-ADA - 201.361	Larry Wooster	1	Larry Wooster	1	Larry Wooster	1
HQ SHOPP Program Advisor	For other prog	SHOPP Contacts		SHOPP Contacts		SHOPP Contacts	
Project Manager	All Projects	Project Manager	1	Project Manager	1	Project Manager	1
Design Manager	All Projects	Design Manager	2	Design Manager	2	Design Manager	2
Resident Engineer	All Projects	Resident Engineer	1	Resident Engineer	1	Resident Engineer	1
District Maintenance	All Projects	Zeke Dellamas	1	Jason Miao (Electronic Copies Only), Marco Sanchez	2	Ali Juma	1
	D6 Eastern Kern		1	Jason Miao (Electronic Copies Only)	1		1
	Pavement		1	Bill Moses	1		1
	Bridge & Culvert		1	Begered Ghazi	1		1
	SHOPP	Kelly McClain	1		1		1
District Traffic Operations	All Projects	Roger Barnes	1	Albert Lee	1	Vu H. Nguyen	1
District Traffic Management	All Projects	Roger Barnes	1	Joel Aguilar	1	Wilmar Kuhl	1
District Traffic Safety	201.010 & 201.015	Dario Senor	1	Koko Widyatmoko	1	Larry Hernandez	1
District Traffic Safety	Mon	Mark Ballentine					
District Traffic Safety	SLO/SBT	Steve Talbert	1		0		0
District Traffic Safety	SB	Anthony Deanda					
District Traffic Safety	SCR	Michael Grolle (Electronic Copies Only)	1				

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District SFP	All Projects	No Copy	0	No Copy	0	No Copy	0
PPM	All Projects	Linda Araujo (Electronic copy only)	1	Andrea Nason (Electronic copy only)	1	Andrea Nason (Electronic copy only)	1
District Surveys	All Projects	Hanna Kassis (Electronic copy only)	0	Jon Rusell (Electronic copy only)	0	Hanna Kassis (Electronic copy only)	0
	All Projects	Jeremy Villegas	1				
	Mon/SC/SBt	Stacey Meacham	1				
	SB/SLO	Nick Tatarian					
	Mad/Fre/Kin			Ken Fritz			
	Tul/Ker			Tom Overstreet			
HQ DES/OPPM	Proj w/Structures	Andrew T S Tan (Electronic Copy Only)	0	Peggy Lim (Electronic Copy Only)	0	Andrew T S Tan / Peggy Lim (Electronic Copy Only)	0
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CR PJD Support		Last Revised 07/12/2019		Report Changes to Rosy Rajput			

05-1K520 Project Report

Interim Agreement Report










2023-03-28

Created:	2023-03-25
By:	Corynne Anderson (s156975@dot.ca.gov)
Status:	Out for Signature
Transaction ID:	CBJCHBCAABAAyazqfpG8DD1cdmI8YG2kcDHpTLrXeJXg

Agreement History

Agreement history is the list of the events that have impacted the status of the agreement prior to the final signature. A final audit report will be generated when the agreement is complete.

"05-1K520 Project Report" History


-  Document created by Corynne Anderson (s156975@dot.ca.gov)
2023-03-25 - 2:12:55 AM GMT
-  Document emailed to Marshall Garcia (marshall.garcia@dot.ca.gov) for signature
2023-03-25 - 2:14:38 AM GMT
-  Email viewed by Marshall Garcia (marshall.garcia@dot.ca.gov)
2023-03-25 - 3:27:33 PM GMT
-  Document e-signed by Marshall Garcia (marshall.garcia@dot.ca.gov)
Signature Date: 2023-03-27 - 2:38:43 PM GMT - Time Source: server
-  Document emailed to Sherri Martin (sherri.martin@dot.ca.gov) for signature
2023-03-27 - 2:38:50 PM GMT
-  Email viewed by Sherri Martin (sherri.martin@dot.ca.gov)
2023-03-27 - 4:50:41 PM GMT
-  Document e-signed by Sherri Martin (sherri.martin@dot.ca.gov)
Signature Date: 2023-03-27 - 4:50:54 PM GMT - Time Source: server
-  Document emailed to Richard Rosales (richard.rosales@dot.ca.gov) for approval
2023-03-27 - 4:51:01 PM GMT
-  Email viewed by Richard Rosales (richard.rosales@dot.ca.gov)
2023-03-28 - 5:28:26 PM GMT




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 Document approved by Richard Rosales (richard.rosales@dot.ca.gov)

Approval Date: 2023-03-28 - 5:32:00 PM GMT - Time Source: server

 Document emailed to Scott Eades (scott.eades@dot.ca.gov) for signature

2023-03-28 - 5:32:08 PM GMT

 Email viewed by Scott Eades (scott.eades@dot.ca.gov)

2023-03-28 - 6:44:55 PM GMT

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05-1K520 Project Report

Interim Agreement Report









2023-03-29

Created:	2023-03-28
By:	Corynne Anderson (s156975@dot.ca.gov)
Status:	Out for Acceptance
Transaction ID:	CBJCHBCAABAAMNPrnET592IbTPT66pYZRdDBPUQ0ZLju

Agreement History

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"05-1K520 Project Report" History

-  Document created by Corynne Anderson (s156975@dot.ca.gov)
2023-03-28 - 8:16:28 PM GMT
-  Document emailed to Mark Davis (mark.davis@dot.ca.gov) for signature
2023-03-28 - 8:18:22 PM GMT
-  Email viewed by Mark Davis (mark.davis@dot.ca.gov)
2023-03-28 - 8:19:46 PM GMT
-  Document e-signed by Mark Davis (mark.davis@dot.ca.gov)
Signature Date: 2023-03-28 - 8:20:18 PM GMT - Time Source: server
-  Document emailed to Scott Eades (scott.eades@dot.ca.gov) for signature
2023-03-28 - 8:20:24 PM GMT
-  Email viewed by Scott Eades (scott.eades@dot.ca.gov)
2023-03-29 - 7:10:19 AM GMT
-  Document e-signed by Scott Eades (scott.eades@dot.ca.gov)
Signature Date: 2023-03-29 - 2:39:08 PM GMT - Time Source: server
-  Document emailed to Corynne Anderson (s156975@dot.ca.gov) for acceptance
2023-03-29 - 2:39:15 PM GMT

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