SLO County Asset Management Improvements

On U.S. Route 101 in San Luis Obispo County between Nipomo and the City of Pismo Beach

05-SLO-101-PM 7.8-16.5

Project ID Number 0518000081

Initial Study with Proposed Mitigated Negative Declaration

Volume 1 of 2

Prepared by the

State of California Department of Transportation

April 2022

Caltrans

General Information About This Document

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

What you should do:

- Please read the document. The document is available online at https://dot.ca.gov/caltrans-near-me/district-5/. The document (Volume 1) and the related technical studies (Volume 2) are available upon request. If you would like to receive a printed version of this document, please contact Matt Fowler at 805-779-0793 or by email at matt.c.fowler@dot.ca.gov.

- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments and/or requests for a virtual public meeting to Caltrans by the deadline. Submit comments via U.S. mail to: Matt Fowler, District 5 Environmental Division, California Department of Transportation, 50 Higuera Street, San Luis Obispo, California 93401. Submit comments via email to: matt.c.fowler@dot.ca.gov.

- Submit comments by the deadline: June 10, 2022.

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

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: Matt Fowler, District 5 Environmental Division, 50 Higuera Street, San Luis Obispo, California 93401; phone number 805-779-0793 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

05-SLO-101-PM 7.8-16.5
Project ID Number: 0518000081

Maintain existing asphalt with overlay and repair or replace culverts on U.S. Route 101 from post miles 7.8 to 16.5 in San Luis Obispo County

INITIAL STUDY
with Proposed Mitigated Negative Declaration

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

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

John Luchetta
Environmental Office Chief, District 5
California Department of Transportation
CEQA Lead Agency

May 2, 2022
Date

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DRAFT
Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 05-SLO-101-PM 7.8-16.5

EA/Project Number: EA 05-1J860 and Project ID Number 0518000081

Project Description

The California Department of Transportation (Caltrans) proposes to improve assets in poor condition to ensure the long-term serviceability of U.S. Route 101 in San Luis Obispo County from post mile 7.8 to post mile 16.5, between Nipomo and the City of Pismo Beach. Asphalt concrete overlay will be placed on U.S. Route 101 within most of the project limits. Other assets included in this project are culvert improvements, bikeway striping, adding maintenance vehicle pullouts, paving beyond the gore area, fence replacement, vegetation control, slope paving, installing median concrete barriers, bridge rail replacement, bridge deck sealing, bridge approach slabs, and updating the curb ramps to current Americans with Disabilities Act standards.

Determination

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

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

The proposed project would have no 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, utilities and service systems, and tribal cultural resources.

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

With the following mitigation measures incorporated, the proposed project would have less than significant effects to biological resources.

BIO-29: Compensatory mitigation is proposed at a 1-to-1 ratio (acreage) for temporary impacts and a 3-to-1 ratio (acreage) for permanent impacts to riparian and/or wetland vegetation. Mitigation for permanent impacts to riparian and stream habitat is expected to be completed onsite by replacing non-native and invasive species with native riparian species.

_____

John Luchetta
Environmental Office Chief, District 5
California Department of Transportation

_____

Date

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Chapter 1 Proposed Project

1.1 Introduction

U.S. Route 101 is the main north-south corridor in San Luis Obispo County. Within the project limits, U.S. Route 101 is predominately a four-lane highway with shoulder widths varying from 1 foot to 5 feet and outside shoulder widths varying from 1 foot to 14 feet. The California Department of Transportation (Caltrans) proposes to preserve the pavement to ensure the long-term serviceability of U.S. Route 101 in San Luis Obispo County, between Nipomo and the City of Pismo Beach. The proposed project would: improve the ride quality and extend the service life of the existing pavement, improve maintenance worker safety and roadside maintainability, restore damaged culverts, protect embankments and roadway from potential slope failure, add a new concrete barrier for safety, and replace existing guardrails and bridge rails to meet current safety standards. See Figure 1-1 for the project vicinity map and Figure 1-2 for the project location map.

The San Luis Obispo Council of Governments is the regional planning agency for San Luis Obispo County; it develops a Regional Transportation Plan that allocates state and federal transportation funds within the county over a long-range time frame. Although the scope of this project does not allow for the opportunity to address the current highway projects identified by the San Luis Obispo Council of Governments, this project is consistent with the Regional Transportation Plan's goals of preserving the transportation system, improving intermodal mobility and accessibility for all people, and improving public safety.

The project is programmed under the State Highway Operation and Protection Program, with funding from the Major Damage (Pavement Preservation) Program (code 201.121). The project would begin construction in 2025 and would be expected to take about 220 working days or one year to complete. A Build Alternative and a No-Build Alternative are being evaluated. The current estimated total cost for the Build Alternative is $32,557,000, and the total escalated cost is $36,174,000.

For the project, Caltrans is the lead agency under the California Environmental Quality Act (known as CEQA). 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, will be 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).

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to improve assets in poor condition by improving the ride quality and extending the service life of the existing pavement, reducing maintenance worker exposure to high-speed traffic, improving roadside maintainability, maintaining access control, and restoring damaged culverts in poor condition to maintain the purpose of the pipes and protect the embankments and roadway from potential slope failure. Assets will also be improved by replacing existing concrete baluster rails with new rails that meet current standards, updating curb ramps to current Americans with Disabilities Act standards, and improving bike paths.

1.2.2 Need

The pavement within the project limits (post miles 7.8 to 16.5) is exhibiting distress and unacceptable ride quality, which will continue to deteriorate if left uncorrected.

Identified areas within the project limits frequently expose maintenance workers to high-speed traffic. Areas of concern in this project are gore areas (triangular plots of land between highway ramps and lanes), nearby slopes, concrete median barriers, vegetation control (minor concrete under guardrail), damaged fences, and the lack of maintenance vehicle pullouts and approach slabs (concrete slab that supports the transition from a road to bridge abutment or culvert) within the project limits.

As documented in drainage system reports from the culvert inventory, eight culverts have been identified within the project limits and show varying degrees of damage caused by corrosion, deformation, perforation, damaged inverts, joint separation, undermined backfill, and overall deterioration. If culverts deteriorate any more, future roadway failure is possible.

The Structure Maintenance and Investigations State Highway Operation and Protection Program Bridge and Tunnel Good/Fair/Poor Bridge List identified poor bridge rail. During biennial (every other year) bridge inspections, Structure Maintenance and Investigations Area Bridge Maintenance identified soffit (lower surface of a bridge) cracking and efflorescence (crystal residue caused by salts in water) and deck pattern cracking at various locations and recommended preventive overlay strategies to prolong the service life of the structures.

Curb ramps do not meet current Americans with Disabilities Act standards. The bike path's surfacing near the southbound Price Street on-ramp and the southbound Five Cities Drive off-ramp (post miles 16.0 to 16.5) is showing distress. The proposed Class 2 bike lanes will close the gap on the local road under the Los Berros Road undercrossing (post mile 7.84), between the intersections of the northbound and southbound ramps.

1.3 Project Description

Caltrans proposes asphalt concrete overlay to be placed on U.S. Route 101 within most of the project limits. Other asset improvements included in this project are drainage culvert repairs and replacements, bikeway striping, adding maintenance vehicle pullouts, paving beyond the gore, fence replacement, vegetation control, slope paving, bridge rail replacement, and updating curb ramps to current Americans with Disabilities standards.

The proposed project includes temporary construction easements for access to off-state highway properties (properties outside the Caltrans right-of-way) during construction activities at selected locations based on preliminary design information. The proposed improvements would also require the acquisition of permanent right-of-way at selected culvert locations for access easements on off-state highway properties, including long-term maintenance and repair of culverts and drainage inlets and outlets. Utility relocations are not expected. Construction equipment storage would be limited to disturbed areas within the current Caltrans right-of-way.

Figure 1-1 Project Vicinity Map

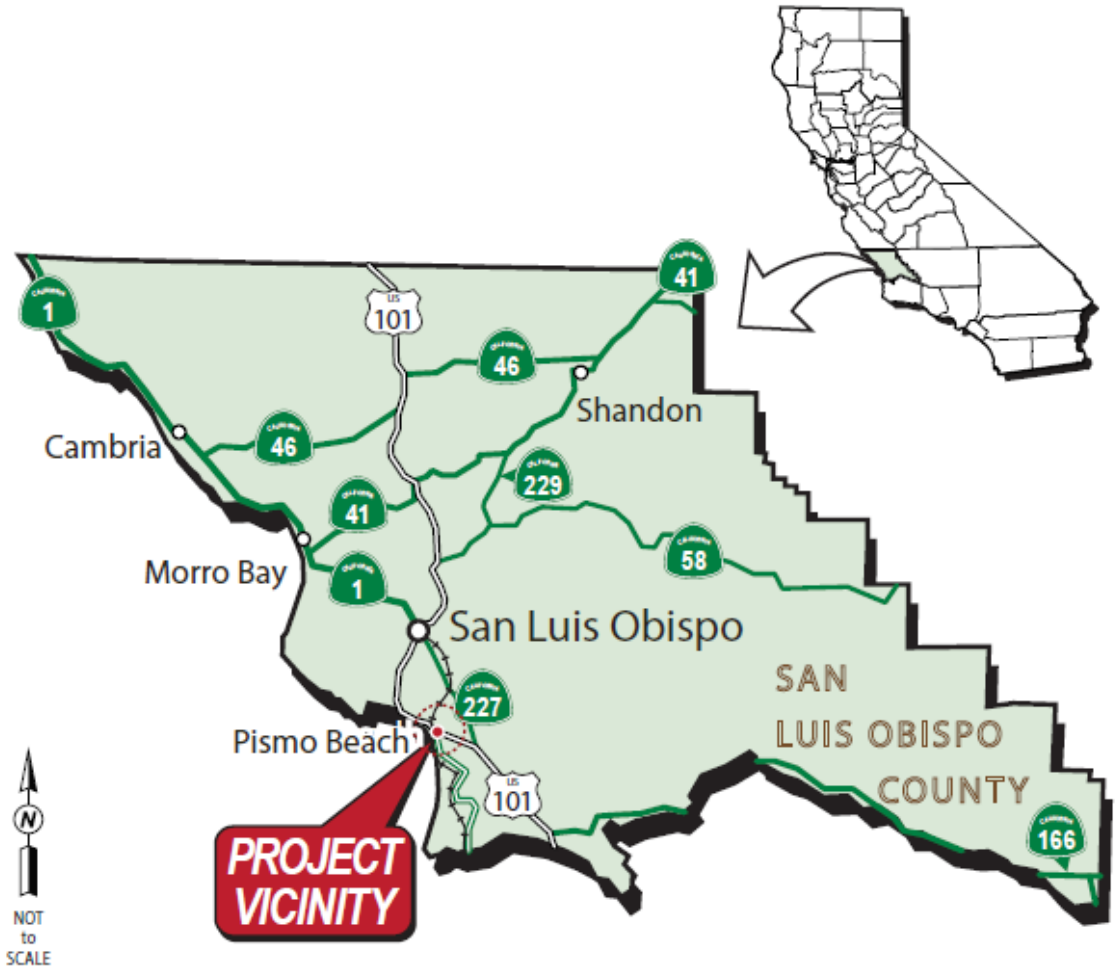
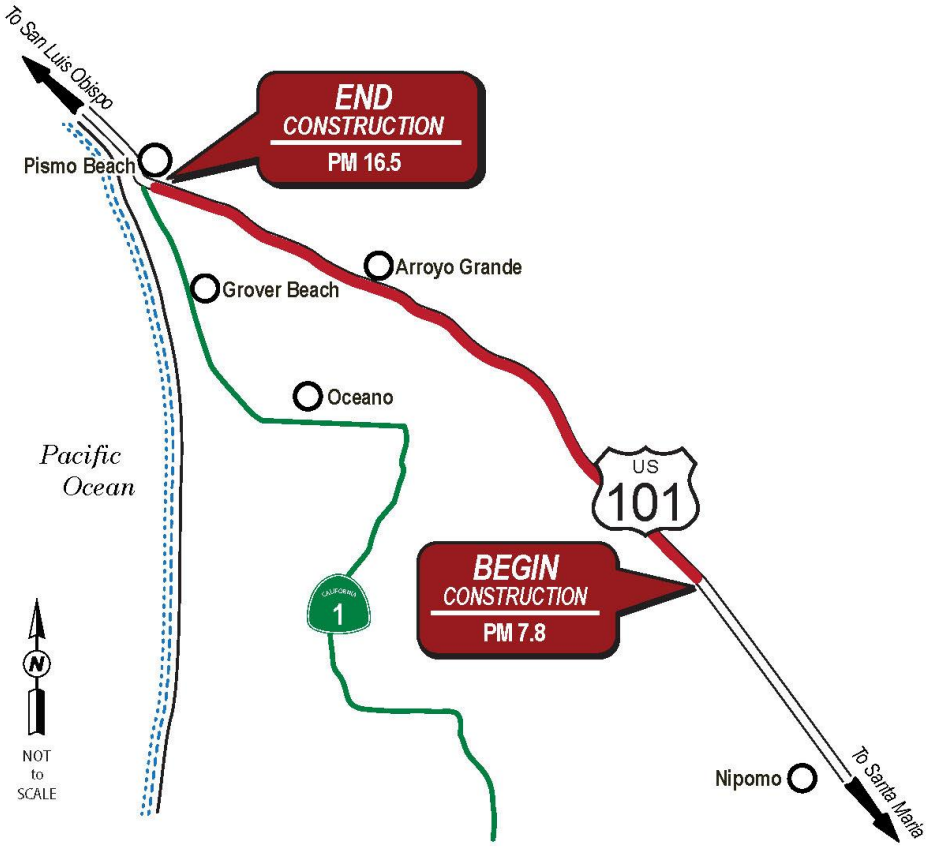


Figure 1-2 Project Location Map



1.4 Project Alternatives

There are two alternatives currently under consideration: a Build Alternative and a No-Build Alternative.

An interdisciplinary team developed the alternatives under consideration. Several criteria were taken into consideration when evaluating the various alternatives for the project, including the project's purpose and need, cost, design, construction strategies, and environmental impacts.

1.4.1 Build Alternatives

The Build Alternative will maintain 38.521 lane miles of existing asphalt with 0.15 foot of Rubberized Hot Mix Asphalt overlay, improve eight culverts (see

Table 1), stripe 0.3 linear mile for a bikeway, build three maintenance vehicle pullouts, pave beyond the gore areas at 13 locations, update 17 curb ramps to current Americans with Disabilities Act standards (Table 2), replace about 850 feet of fencing, install about 7,000 square feet of slope paving (under the Oak Park overcrossing), and upgrade about 322 feet of bridge rail (at the Pismo Creek Bridge northbound off-ramp). All existing guardrails, end treatments, and dikes will be upgraded to current standards, and thrie (three wave-shaped beam guardrails) beam barriers will be replaced as necessary. See Appendix B for mapping of proposed improvements.

Vegetation control will be placed under proposed guardrails and thrie beam barriers to reduce long-term maintenance and pesticide use. The existing K-rails in the median near El Campo Road (post mile 11.80) will be replaced with permanent concrete median barriers to close the gap between existing concrete median barriers. Slope paving is proposed under the Oak Park Boulevard overcrossing (post mile 14.61) to reduce maintenance of the embankment due to erosion. Approach slabs at the southbound Los Berros Creek Bridge will reduce the frequency of pavement repair, therefore, reducing maintenance worker exposure.

The southbound Los Berros Creek Bridge will have about 3 inches of asphalt removed, which will be replaced with a 1-to-2-inch polyester concrete overlay. Approach slabs will also be built. The Pismo Creek Bridge southbound on-ramp will have about 5 inches of asphalt removed and replaced with an overlay. Additional median concrete barriers will be placed to replace the existing K-rails at El Campo Road (about 1,350 feet).

Elements of the project are outlined below. Culverts: The proposed improvements to the eight culverts (within six locations) include various methods to repair or replace the culverts within the project limits. For those locations where the existing culvert is proposed to be replaced, one of two methods—cut and cover or trenchless construction—would be used. Cut and cover requires excavating a trench, removing the old culvert, preparing the appropriate bedding for the new culvert, installing the new culvert, filling in around the culvert pipe with flowable type material, and returning the soil surface to its original condition. The trenchless construction method involves jacking or boring under the roadway to push the new culvert through the soil and requires a work area, or jacking pit, to accommodate the jacking and boring equipment.

Table 1 Culvert Locations and Methods

Outlet Post Mile	Proposed Improvement
8.74 (northbound)	Remove existing corrugated steel pipe and headwall, replace with new jacked reinforced concrete pipe with new inlet headwall, and install outlet rock slope protection.
9.05 (southbound)	Repair joints just south of Hemi Road.
9.05 (northbound)	Repair joints just south of Hemi Road.
9.14 (median)	Remove existing corrugated steel pipe, replace with trenched alternative pipe with minor concrete backfill, and install rock slope protection at the inlet and outlet just north of Hemi Road.
9.51 (southbound)	Remove and replace a damaged reinforced concrete pipe section and install inlet and outlet rock slope protection south of Tower Grove Drive.
11.92 (southbound)	Remove existing corrugated metal pipe, replace with trenched plastic pipe with minor concrete backfill, and install outlet rock slope protection near El Campo Road.
16.39 (northbound off ramp)	Two existing culverts will be replaced with a single culvert. Remove existing plastic pipe, corrugated steel pipe, and abandoned drainage inlet. Replace with trenched alternative pipe with minor concrete backfill and install outlet rock slope protection near Price Street.

Curb Ramps: Curb ramps will be updated to Americans with Disabilities Act standards at the locations listed in Table 2 below.

Table 2 Curb Ramps

Number of Curb Ramp Repairs	Approximate Post Mile	Location Description
4	13.2	Southbound on-ramp and off-ramp at East Grand Avenue
4	13.1	Northbound on-ramp and off-ramp at West Branch Street
2	13.6	Southbound on-ramp and undercrossing at El Camino Real
2	13.7	Northbound off-ramp near West Branch Street
3	15.6	Northbound on-ramp and off-ramp intersecting North 4th Street
2	15.9	Southbound on-ramp and off-ramp near Five Cities Drive

Complete Streets: This project will improve the pavement surface on U.S. Route 101, which will continue to promote bicycling within this corridor where bicyclists are allowed. This project will also improve the pavement surface on

a multiuse path that will enhance bicycle and pedestrian safety. A Class 2 bike lane will be delineated on both sides of Los Berros Road within Caltrans' right-of-way to close the gap in the local network. Additionally, the riding surface of the existing bike path near the beginning of the southbound Price Street on-ramp (post mile 16.5) to the beginning of the southbound Five Cities Drive off-ramp (post mile 16.0) will be rehabilitated.

Fence repairs: There are two locations where fence repairs are proposed. The first is along El Camino Real near the intersection of North Halcyon Road (about post mile 13.6). The second location is along Five Cities Drive near the intersection of North 4th Street (about post mile 15.6).

Maintenance vehicle pullouts: Two maintenance vehicle pullouts are proposed near the southbound on-ramp and off-ramp near West Branch Street and the Brisco Road undercrossing (see Appendix B). A third pullout is proposed near the southbound on-ramp parallel to Five Cities Drive (see Appendix B).

Right-of-way acquisition: A total of 0.30 acre in permanent drainage easements will be acquired to build the project and for future maintenance of the drainage facilities. A total of 0.19 acre in temporary construction easements will be required, as shown in Table 3 below.

Table 3 Property Acquisition

Parcel Number	Acres To Be Acquired	Description
047-311-014	0.16	Temporary construction easement
047-311-014	0.30	Permanent drainage easement
005-242-062	0.03	Temporary construction easement

Pampas grass removal: Invasive pampas grass will be removed from the northbound off-ramp at the intersection of North 4th Street to the James Way on-ramp in the City of Pismo Beach.

1.4.2 No-Build (No-Action) Alternative

The No-Build Alternative will leave U.S. Route 101 in its existing condition without any improvements. This alternative will not meet the project's purpose and need. The pavement will continue to deteriorate, maintenance workers will continue to be exposed to high-speed traffic, facilities will not meet current standards, and embankments and roadway could lead to potential slope failure.

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

This project will include a list of Caltrans standard measures that are 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 that associate with the project but are instead implemented as part of the project's design to address common issues encountered on projects. Caltrans' standard measures allow for little discretion regarding their implementation, just as other Caltrans standard requirements. The measures listed here 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.

- 7-1.02A General: The contractor will comply with laws, regulations, orders, and decrees applicable to the project.
- 7-1.02C Emissions Reduction: The contractor will submit a certification acknowledging compliance with emissions reduction regulations managed by the California Air Resources Board.
- 7-1.02M (2) Fire Protection: Includes the development of a fire prevention plan, which would minimize the risk of starting a wildfire during construction.
- 13-2 Water Pollution Control Program: This section provides specifications for the development and implementation of a Water Pollution Control Program.
- 13-4 Job Site Management: This section includes specifications for performing job site management work, such as spill prevention and control, material management, waste management, non-stormwater management, and dewatering activities.
- 13-5 Temporary Soil Stabilization: This section includes specifications for placing temporary soil stabilization materials on stockpiles or disturbed soil areas.
- 13-6 Temporary Sediment Control: This section covers specifications for installing temporary sediment controls, such as check dams and drainage inlet protections.
- 13-10 Temporary Linear Sediment Barriers: This section covers specifications for installing temporary linear barriers to control sediment,

such as high-visibility fencing, fiber rolls, and temporary, large sediment barriers.

- 14-1.02 Environmentally Sensitive Area: Caltrans will mark environmentally sensitive areas; these areas cannot be entered unless authorized. If an environmentally sensitive area is breached, work near the area will stop immediately, and the resident engineer will be notified.

- 14-2.03 Archaeological Resources: If archaeological resources are discovered within or near the construction limits, the resources will not be further disturbed, and all work near the discovery will stop immediately. The area will be secured, and the resident engineer will be notified.

- 14-6.03 Species Protection: This specification includes instructions for the protection of regulated species and their associated habitat, including migratory and nongame birds. If a protected species is discovered, work will stop near the discovery, and the engineer will be notified so that Caltrans biologists can investigate the discovery and take appropriate action.

- 14-7.03 Discovery of Unanticipated Paleontological Resources: If unanticipated paleontological resources are discovered, the resources will not be further disturbed, and all work near the discovery will stop immediately. The area will be secured, and the resident engineer will be notified.

- 14-8.02 Noise Control: Noise from work activities would be controlled and monitored. Noise would not exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

- 14-9.02 Air Pollution Control: The project would comply with applicable air pollution control rules, regulations, ordinances, and statutes.

- 14-10.02: Solid Waste Disposal and Recycling Report: The types and amounts of solid waste taken to or diverted from landfills or reused on the project would be tracked and reported each calendar year.

- 14-11.03 Hazardous Waste Management: This specification outlines the procedures for the handling, storage, transport, and disposal of hazardous waste, which would comply with 22 California Code of Regulations Division 4.5.

- 14-11.04 Dust Control: Excavation, transportation, and handling of material containing hazardous waste or contamination must result in no visible dust migration. When clearing, grubbing, and performing earthwork operations in areas containing hazardous waste or contamination, a water truck or tank would be provided on the job site.

- 14-11.06: Contractor-Generated Hazardous Waste: This specification provides instructions to the contractor for the management of hazardous wastes that may be generated during construction, such as petroleum materials, paints, stains, and wood preservatives. Instructions for the management of contaminated soils that may be created due to accidental leaks or spills are also included.
- 14-11.08: For Regulated Material Containing Aerially Deposited Lead.
- 14-11.09: For Minimal Disturbance of Regulated Material Containing Aerially Deposited Lead.
- 14-11.13C Safety and Health Protection Measures: Applies to worker protective measures for potential lead exposure.
- 14-11.14 Treated Wood Waste: Required to assess handling and disposal of any potential wood waste generated during the project.
- 84-9.03C Remove Traffic Stripes and Pavement Markings Containing Lead: This specification includes instructions for the removal of yellow traffic stripe if the stripe would be removed using a cold plane or grinding operation.
- Standard Special Provisions Section 7-1.02K(6)(j)(ii): Lead Compliance Plan.
- Standard Special Provisions Section 7-1.02K(6)(j)(iii): Earth Material Containing Lead.
- Standard Special Provisions Section 36-4: For work involving residue from grinding and cold planing that contains lead from paint and thermoplastic.
- Traffic Management Plan: To maintain access and manage lane closures, ramp closures, detours, etc.

1.6 Discussion of the NEPA Categorical Exclusion

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

1.7 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Jurisdictional Determination	This will be obtained during the completion of the environmental review process.
U.S. Army Corps of Engineers	Clean Water Act Section 404	An application will be submitted upon completion of the environmental review process.
Regional Water Quality Control Board	Clean Water Act Section 401	An application will be submitted upon completion of the environmental review process.
California Department of Fish and Wildlife	Section 1602 Lake and Streambed Alteration Agreement	An application will be submitted upon completion of the environmental review process.
California Coastal Commission/City of Pismo Beach	Coastal Development Permit	An application will be submitted upon completion of the environmental review process.
U.S. Fish and Wildlife Service	Section 7 Letter of Concurrence	An informal consultation request has been sent and should be received before the final environmental document.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

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

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

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment dated September 7, 2021, 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?	**Less Than Significant Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**No Impact**

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

Affected Environment

The U.S. Route 101 corridor is generally well landscaped, and the visual quality is considered moderately high. The area of highway throughout the project is considered eligible to be a scenic highway and falls within the coastal zone. Through the Pismo Beach area and to the south, U.S. Route 101 is somewhat elevated above the surrounding community, and less landscaping exists along the roadside, allowing greater visibility to and from the freeway. Within the northern project limits, blue water ocean views and the inland hillsides play an important role in the visual character and quality of the area.

The visual setting of the area south of Arroyo Grande has mixed patterns of natural and introduced vegetation. There are mature stands of oak woodland on some of the nearby hills and slopes, as well as eucalyptus and other trees. Rock outcroppings are noticeable throughout the area. Creeks and drainages support sycamores, willow, and other riparian vegetation. Although the visual character is mostly rural, scattered development can be seen throughout the area, including residences, ranches, and vineyards.

Environmental Consequences

The proposed project would result in visual changes as seen from public viewpoints. The introduction of additional drainage structures, minimal tree and vegetation removal, an upgraded bridge rail on the Pismo Creek Bridge, and slope paving will increase the view of the highway facility. Though these are expected elements in the roadway environment, the increased amount would make these features potentially more noticeable. The reduction in roadside trees and vegetation would result in a somewhat more engineered appearance of the highway facility.

Most of the project elements would not be uncharacteristic for the setting; however, viewer sensitivity may be heightened because of the project's location within the coastal zone and local planning policies.

Although potential visual changes would occur, the same type of elements proposed with this project are seen elsewhere along U.S. Route 101 and are not inconsistent with the character of the region or throughout the state. As a result, the proposed bridge railing, slope paving, drainage structures, and guardrail would be consistent with the overall experience of the highway. The casual observer is not expected to notice the project improvements on U.S. Route 101 and other public viewpoints in the area following project construction and revegetation. If noticed, the project would not appear out of place with the setting.

Avoidance, Minimization, and/or Mitigation Measures

Though no mitigation is required, the following minimization measures would reduce the visual change in the corridor:

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

VIS-2: Replacement planting would include aesthetic considerations and biological goals. Revegetation would include native trees and plants as determined by a Caltrans biologist and a landscape architect from the Caltrans District 5 Landscape Architecture Program. Revegetation would occur at the maximum extent horticulturally viable and be maintained until established.

VIS-3: Paving beyond the gore and slope paving would match the existing aesthetic treatments in nearby communities and will be determined and approved by the Caltrans District 5 Landscape Architecture Program.

VIS-4: Replacement bridge rail on the Pismo Creek Bridge would be an open style and include aesthetic design and treatment, as determined by Caltrans' Structure Design Office and the Caltrans District 5 Landscape Architecture Program, in consultation with the local community.

VIS-5: The median concrete barrier proposed to replace the existing temporary railing (Type K; also known as K-rail) at El Campo Road would match the existing concrete barrier just north and south of El Campo Road.

VIS-6: Vegetation control under guardrails would be stained or colored with an earth tone color to blend with the native soil. The color will be determined and approved by the Caltrans District 5 Landscape Architecture Program.

VIS-7: Following construction, remove old roadbeds and regrade and recontour all new construction staging areas and other temporary use areas 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.

The project would not convert prime farmland, unique farmland, or farmland of statewide importance to nonagricultural use or conflict with existing zoning for agricultural use or a Williamson Act contract. The project would not impact or convert existing forest land to non-forest uses. The following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	**No Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact**
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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 nonagricultural use or conversion of forest land to non-forest use?	**No Impact**

2.1.3 Air Quality

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

Considering the information in the Air Quality, Noise, and Water Quality Memorandum dated October 6, 2020, 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?	**No Impact**

Affected Environment

The project is in the South Central Coast Air Basin. The South Central Coast Air Basin consists of San Luis Obispo, Santa Barbara, and Ventura Counties. The San Luis Obispo County Air Pollution Control District regulates air quality in San Luis Obispo County, which is non-attainment for the California Ambient Air Quality Standards for Ozone and Particulate Matter 10. However, this

project is located in western San Luis Obispo County, which is in attainment of all federal air quality standards.

Environmental Consequences

The project would not increase the capacity of the highway; therefore, there would be no change in the long-term air quality associated with the project. Temporary increases in air emissions and fugitive dust are expected during the construction period but would be minimized through standard construction dust and emission minimization practices and procedures.

The Rubberized Hot Mix Asphalt overlay has the potential to subject surrounding sensitive receptors to inhalable construction emissions because it will require transportation and application of asphalt as well as minor excavation and earthwork activities. However, with the use of standard construction dust and emission minimization practices and procedures, project emissions of particulate matter (dust) and equipment emissions are expected to be minimal.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are proposed.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated October 2021, 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 Atmospheric Administration Fisheries?	**Less Than Significant Impact**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**Less Than Significant Impact with Mitigation Incorporated**

Question—Would the project:	CEQA Significance Determinations for Biological Resources
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**Less Than Significant Impact**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**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 Biological Study Area is defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities. The size of the project's Biological Study Area is a total of 286 acres, most of which is within the highway right-of-way, except in a few areas where drainage easements are proposed or where a 20-foot-wide buffer around proposed culvert work areas extends outside of the right-of-way.

The project is in a coastal region of southern San Luis Obispo County, between Nipomo and the City of Pismo Beach (Figure 1). The entirety of the Biological Study Area has some level of human disturbance, primarily due to highway development and maintenance and urban or rural development, such as agricultural and private property operations. Land uses in the region vary largely, depending on the level of urbanization. Commercial properties are the primary land use within the Cities of Pismo Beach and Arroyo Grande, and mostly agricultural south of Arroyo Grande. Agricultural uses are primarily row crops, some of which are vineyards. Almost all properties next to the highway right-of-way are privately owned, except for city and county roads and a city park (Blair Field at the far southern end of the Biological Study Area).

The Biological Study Area supports a variety of habitat types, such as oak woodland and coastal scrub. Biological communities are fragmented by the presence of highways, frontage roads, commercial and residential development, and agriculture. Invasive plant species are abundant throughout the project area. Hydrologic modifications, development, and pollutants have reduced habitat values in the region compared to less developed areas. There are no habitat conservation plans within the Biological Study Area.

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

Jurisdictional Wetlands, Other Waters, and Riparian Habitat

Jurisdictional wetlands, other waters, and riparian habitat are regulated by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, and the California Coastal Commission. Wetlands function to improve water quality, detain stormwater runoff, recharge groundwater, and provide wildlife habitat. Riparian habitat along streams provides wildlife habitat, insects for food for aquatic species, and shade and cover for aquatic species, which helps regulate stream temperature.

Potential jurisdictional areas were delineated in the Biological Study Area, and two separate wetland areas were determined near post miles 14.9 and 15.8. Twelve stream features (known as other waters) were delineated in the Biological Study Area. Riparian habitat is associated with most of the stream features. The riparian habitat associated with Arroyo Grande Creek is outside of the Biological Study Area, and the only riparian habitat associated with Pismo Creek is in the northern section of the Biological Study Area. The stream channel and arroyo willow thickets in this area are coastal environmentally sensitive habitat areas. Pismo Creek is the only aquatic site with “developed bank” habitat, where the stream banks are covered in concrete. Ornamental vegetation occurs next to the concrete banks within the Biological Study Area.

Special-Status Plant and Animal Species

The term “special-status species” refers to plants or animals that are federally or state listed as endangered, threatened, or rare, species that are candidates or proposed for federal or state listing, and species considered special concern species by federal or state agencies. There is potential for 16 special-status plant species and several special-status animal species to occur within the Biological Study Area and surrounding area.

Santa Margarita

Only one plant species—Santa Margarita manzanita *(Arctostaphylos pilosula)*—was found within the Biological Study Area. No work is proposed in

the area where the plants were found. The project will not result in direct or indirect impacts to the species.

The special-status animal species that have the potential to be affected by the project are described in greater detail below.

Special-Status Animal Species

Steelhead Trout and Tidewater Goby

Steelhead trout *(Oncorhynchus mykiss)* are the ocean-going form of rainbow trout. Adults spawn in freshwater while juveniles migrate to the ocean to mature and return to freshwater to reproduce. Steelhead trout historically ranged from Alaska southward to the California-Mexico border, but their numbers have steeply declined due to the rise of the human population in Southern California and the associated land and water development. Tidewater goby *(Eucyclogobius newberryi)* are normally found in the lower reaches of coastal streams, rarely in the open ocean, as they prefer shallow waterbodies that are fairly still. Historically, this species has occurred in at least 87 coastal lagoons from San Diego to Humboldt County but has disappeared from most of these sites.

Though there is suitable in-stream aquatic habitat within the Biological Study Area in Pismo Creek, no protocol surveys were conducted, and no steelhead or tidewater goby was found during general habitat surveys.

California Red-Legged Frog

The California red-legged frog *(Rana draytonii)* is a federally threatened species and a California Species of Special Concern. California red-legged frogs use a variety of areas, including aquatic, riparian, and upland habitats. They prefer aquatic habitats with waters that have little or no flow.

Although no California red-legged frogs or critical habitats were seen in the Biological Study Area, there is suitable breeding habitat for the species within the Biological Study Area in Arroyo Grande Creek. There are several records of California red-legged frogs in the project vicinity; however, surrounding urban development may restrict access for frogs. Some stream reaches of Los Berros Creek may contain suitable breeding habitat during years with sufficient rainfall, but during project field studies, habitat conditions appeared too dry within and near the Biological Study Area. Adult frogs may disperse through the Biological Study Area, although most likely only in drainages that have sufficient vegetation cover and litter and access across the busy highway.

Special-Status Birds and Other Nesting Birds

The Biological Study Area has potentially suitable habitat for several rare bird species, and although none were seen during the general habitat surveys in the Biological Study Area, nesting bird surveys were not performed. No state

or federally listed birds are known or expected to occur in or near the Biological Study Area, and critical habitat for listed bird species does not occur within or near the Biological Study Area.

House Finch, Swallow, American Crow, and Cliff Swallow

Many bird species will avoid nesting in regularly disturbed areas when they have more protected habitats nearby. However, some raptors may nest in tall trees in urban areas, especially where there are nearby areas for hunting. Other species of native birds will also nest in urban areas, particularly house finches *(Haemorhous mexicanus),* swallows (various species), and American crows *(Corvus brachyrhynchos).* Cliff swallow *(Petrochelidon pyrrhonota)* nests were seen underneath the Pismo Creek Bridge and are expected under the Arroyo Grande Creek Bridge. The oak woodlands, scrubs, and farm habitats in the southern portion of the Biological Study Area could provide nesting habitat for a variety of native birds.

Special-Status Bumblebees

Obscure Bumblebee

Obscure bumblebees *(Bombus caliginosus)* are usually found in open grassy coastal prairies and Coast Range meadows. Nests are often located underground in abandoned rodent nests or aboveground in tufts of grass, old bird nests, rock piles, or cavities in dead trees.

Crotch's Bumblebee

Crotch's bumblebees *(Bombus crotchii)* are found in open grasslands and scrub habitats. They primarily nest underground, often in abandoned holes made by rodents.

Western Bumblebee

Western bumblebees *(Bombus occidentalis)* can be found in open grassy areas, urban parks and gardens, chaparral and shrub areas, and mountain meadows. As a general forager, food plants vary depending on location and resources available.

Obscure, Crotch's, and Western Bumblebees

Although bumblebees were not seen during surveys, suitable foraging habitat for wild bumblebees, including obscure, Crotch's, and western, is present within less frequently disturbed ruderal/annual grassland and coastal scrub habitats with suitable flowering plants. Potential nesting and overwintering habitats may be present for ground-nesting bumblebees in the Biological Study Area and areas not frequently disturbed by maintenance activities or vehicular traffic.

Special-Status Bat Species

Pallid Bat

The pallid bat *(Antrozous pallidus)* is typically found in arid or semiarid habitats, often in mountainous or rocky areas near water. Pallid bats tend to forage in open, sparsely vegetated grasslands, feeding primarily on large insects gathered from the ground or in sparse vegetation. During the daytime, pallid bats typically roost in cracks and crevices, which may include tile roofs, hollow trees, exfoliating bark of trees, open structures, bridges, or rocky outcrops. Night roosts vary and are typically near foraging areas. Maternity roost sites tend to be in areas not regularly disturbed.

Western Red Bat

The western red bat *(Lasiurus blossevillii)* is referred to as a "tree bat" because it roosts only in trees. It may roost in large oak, cottonwood, willow, and sycamore trees in riparian areas. Western red bats are also known to roost in orchards. These bats typically feed along forest edges, in small clearings, or around streetlights. They feed primarily on flying insects, such as moths, flying ants, and beetles.

Townsend's Big-Eared Bat

Townsend's big-eared bat *(Corynorhinus townsendii)* forages over a wide variety of grassland, wetland, shrub, and wooded habitats, although it is most common in mesic forests (medium water supply). This species roosts in small colonies, typically in caves and rock crevices. Bridges, buildings, and tree cavities are also occasionally used for roosting. Nursery roosts are most often located in caves, tunnels, mines, and buildings.

Pallid Bat, Townsend's Big-Eared Bat, and Western Red Bat

Focused surveys for bats were not performed, and roosting habitat was only evaluated near possible impact areas. Many of the older trees, bridges, and some of the culverts in the Biological Study Area may be suitable as night roosting habitat for the pallid bat and Townsend's big-eared bat, although not likely in the highly disturbed areas, such as Pismo Creek due to the presence of homeless camps and activity at the nearby softball park. Signs of bat roosting were not seen on the bridges of the Pismo Creek northbound off-ramp or northbound lanes above.

The Arroyo Grande Creek Bridge, the Los Berros Creek Bridge, and some of the other structures may be suitable as roosting habitats for the pallid bat; these bridges may also be used as roosting for bachelor Townsend's big-eared bats or other bat species. Some of the larger trees near Arroyo Grande Creek and Los Berros Creek may be suitable roosting habitat for the western red bat, although more suitable habitat occurs outside of the Biological Study Area. The Los Berros Creek Bridge has evidence of day and night roosting and possibly maternity colonies due to the abundance of guano (bat feces).

The bridge has potentially suitable conditions for maternity roosting by pallid bats as well as other bat species.

Special-Status Reptile Species

Northern Legless Lizard

The northern legless lizard *(Anniella pulchra)* forages at the base of shrubs at or below leaf litter, eating insects, larvae, and spiders and seeking shelter under logs, boards, or rocks.

Coast Horned Lizard

The coast horned lizard *(Phrynosoma coronatum)* occurs in gravelly or coarse sandy underground habitats, typically in dry or other open areas with suitable habitats, including oak woodlands, riparian forests, and annual grasslands. They forage in open areas, feeding on ants, flies, caterpillars, and small insects.

Western Pond Turtle

The western pond turtle *(Actinemys marmorata)* was historically present in most pacific slope drainages between the Oregon and Mexican borders, but populations are declining throughout their range. Western pond turtles live where water persists year-round in ponds along foothill streams or in broad washes near the coast. The western pond turtle is mostly aquatic, leaving its aquatic site to reproduce. In warmer areas along the Central and Southern California coast, western pond turtles may be active all year. Upland nesting sites are required near the aquatic site (typically less than 330 feet from aquatic areas) and are typically located in open grassland habitats.

Two-Striped Garter Snake

The two-striped garter snake *(Thamnophis hammondii)* is associated with permanent or semipermanent bodies of water in a variety of habitats from sea level to 8,000 feet in elevation. Two-striped garter snakes forage primarily in and along streams, eating fish, eggs, amphibians, and amphibian larvae. They nest and hide in small mammal burrows near aquatic habitats.

Northern Legless Lizard, Coast Horned Lizard, Western Pond Turtle, and Two-Striped Garter Snake

Focused surveys for special-status reptiles were not performed, but suitable habitat was seen in various locations in and near the Biological Study Area. Suitable habitat for northern legless lizards occurs in oak woodland and riparian habitats in the Biological Study Area that have appropriate soil moisture and leaf litter. Suitable habitat for coast horned lizards may occur in dry, gravelly soils with sparse vegetation; this is found in a few locations at the edges of the right-of-way in the southern portion of the Biological Study Area. However, the presence of coast horned lizards within the Biological

Study Area is unlikely due to access constraints (nearby agricultural land uses).

Western pond turtles and two-striped garter snakes may be found in any of the human-made or natural ponds near the Biological Study Area, including Pismo Creek. Pismo Lake, outside of the Biological Study Area, has high-quality aquatic habitat for both species.

Environmental Consequences

Estimates of permanent and temporary impacts to potential jurisdictional wetlands, other waters, and riparian habitats are presented in Table 4. The impacts are dispersed among seven different drainage systems, including a very small portion of the riparian habitat associated with Los Berros Creek, riparian and ephemeral stream habitat associated with four different unnamed tributaries to Los Berros Creek, wetland habitat associated with a tributary to Pismo Lake, and unvegetated/paved “riparian zone” of Pismo Creek. Permanent impacts to jurisdictional areas are for the addition of flared end treatments and rock slope protection at two unnamed tributaries to Los Berros Creek (culverts at post miles 9.51 and 11.92).

Table 4 Special-Status Natural Communities and Potential Project Impacts

Regional Authority/Habitat	Total Area Within the Biological Study Area (Acres)	Temporary Impact Area (Acres)	Permanent Impact Area (Acres)
Army Corps (Total)	**1.350**	**0.097**	**0.002**
Stream Habitat (Other Waters)	1.161	0.011	0.002
Clean Water Act Wetland	0.119	0.086	0
Regional Water Quality Control Board (Total)	**2.662**	**0.185**	**0.009**
Stream Habitat	1.161	0.011	0.002
Riparian Habitat	1.313	0.088	0.007
Clean Water Act Wetland	0.119	0.086	0
California Department of Fish and Wildlife (Total)	**2.630**	**0.185**	**0.009**
Stream Habitat	1.161	0.011	0.002
Riparian Habitat	1.313	0.088	0.007
Wetland (In-Stream)	0.086	0.086	0
California Coastal Commission (Environmentally Sensitive Habitat Area) (Total)	**0.419**	**0**	**0**
Pismo Creek/Critical Habitat	0.348	0	0
Wetland Habitat	0	0	0
Riparian Habitat	0.071	0	0
Pismo Creek Buffer	0	0	0
National Marine Fisheries Service (Total)	0.547	0	0
Steelhead Critical Habitat	0.547	0	0

Although these impacts may result in a total of up to 0.009 acre of permanent impacts to jurisdictional features, the impacts are at the disturbed edges of intermittent streams and riparian habitats that have low-quality habitats. Riparian impacts may involve removing or trimming arroyo willow or coast live oak trees. All coastal environmentally sensitive areas will be avoided.

Temporary fencing during construction will be used if necessary, depending on proximity to work zones.

Temporary impacts may occur at the seven different drainage systems listed above, resulting primarily from construction access. These impacts will be offset with compensatory mitigation (BIO-29). The only area of temporary impact to wetland habitat is where invasive pampas grass will be removed from a highly disturbed and modified tributary to Pismo Lake between U.S. Route 101 and James Way. It is considered a temporary impact because some of the native shrub-scrub wetland vegetation (arroyo willows) may have to be cleared to remove the intertwining pampas grass. However, removing an invasive species from a wetland is considered a benefit to the resource, and, as with all temporary impacts, native species will be planted for restoration.

Proposed construction activities between Traffic Way and the Pismo Creek Bridge (post miles 12.5 to 16.4) will impact existing irrigation facilities. Portions of the existing irrigation facilities may need to be capped to install the contrast surface treatment (aesthetic treatment designed so drivers can identify the existing irrigation facilities), and in select areas, the 10-inch irrigation conduits may need to be relocated. The project may require additional tree trimming, but these details will be developed during the next phase of the project.

Though there is suitable habitat present, there will not be any direct project work within these limits. Considering this and anticipated habitat protection measures, no impacts are expected.

There is a chance that many special-status birds and protected birds may nest or overwinter in suitable habitat areas in the Biological Study Area. Vegetation removal and site grading could directly impact active bird nests and any eggs or young living in nests. Indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors. While the temporary loss of vegetation supporting potential nesting habitat could occur, this would be offset by revegetation efforts for the project. The implementation of avoidance and minimization measures, such as BIO-23 and BIO-24, will reduce the potential for negative impacts to nesting bird species.

The project would temporarily impact ruderal/annual grassland and coastal scrub habitats within the Biological Study Area that potentially supports native ground-nesting bumblebees, such as Crotch’s and western bumblebees. Temporary impacts are primarily for construction access. The project is not expected to result in the permanent loss of nesting habitat for bumblebees since the permanent impacts would be in areas that are unsuitable for nesting due to repeated disturbance from maintenance activities and proximity to heavy vehicle traffic.

The project is not expected to result in temporary or permanent impacts to potential roosting habitat for pallid, western red, or Townsend's big-eared bats, although they may occasionally roost in the Biological Study Area during the day or night. Although the project will involve work on the guardrails above Arroyo Grande Creek Bridge and Los Berros Creek Bridge, it would not alter habitat conditions. Roosting bats could be impacted by construction activities, especially if they are roosting during the daytime when work will take place or if there is maternity roosting when the guardrails are replaced on the Los Berros Creek. Culvert work has a low potential and is unlikely to impact roosting bats as well.

The project has the potential to impact northern legless lizards, coast horned lizards, western pond turtles, and two-striped garter snakes if found burrowing or nesting in the Area of Potential Impact. However, the chances are low that any of these special-status reptile species would occur within the Area of Potential Impact due to poor habitat conditions, higher quality burrowing and nesting habitat outside of the Biological Study Area, and limited access between the higher quality habitat and the project work areas. Avoidance and minimization measures for the California red-legged frog (BIO-13 through BIO-22 and BIO-28) also apply to these species.

Federally listed species and critical habitat occur near the Biological Study Area, but the project is not expected to adversely affect any federally listed species or critical habitat. The Section 7 finding for the California red-legged frog found that the project may affect but is not likely to adversely affect the species.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will be implemented for potential impacts to these jurisdictional areas resulting from the project:

BIO-1: Before construction, Caltrans will obtain permits and agreements from the U.S. Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, California Coastal Commission, and U.S. Fish and Wildlife Service as applicable to project impacts. All permit terms and conditions would be incorporated into project plans and implemented.

BIO-2: No work or temporary structures will be permitted or allowed in the streams of Arroyo Grande, Los Berros, and Pismo Creeks below the ordinary high-water mark. Environmentally Sensitive Area fencing would be installed to protect these areas, in accordance with BIO-4.

BIO-3: Before construction, Caltrans will prepare a Mitigation and Monitoring Plan to offset impacts to vegetation and natural habitats. The plan will be consistent with federal and state regulatory requirements and will be amended with any regulatory permit conditions, as required. Caltrans will

implement the Mitigation and Monitoring Plan as necessary during construction and immediately following project completion.

BIO-4: Before any ground-disturbing activities, Environmentally Sensitive Area boundary markers or fencing will be installed around jurisdictional resources, coastal zone Environmentally Sensitive Habitat Areas, 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 before the start of construction activities.

BIO-5: Minimize removal of native vegetation in riparian habitats by trimming above the ground surface rather than grubbing out roots wherever feasible.

BIO-6: Before construction, the contractor will prepare and sign a Water Pollution Control Program or a Stormwater Pollution Prevention Plan that complies with the Caltrans Stormwater Quality Handbook. Provisions of this plan will be implemented during and after construction as necessary to avoid and minimize erosion and stormwater pollution in and near the work area.

BIO-7: During construction, all project-related spills of hazardous materials within the project site will be cleaned up immediately. The contractor will always keep spill prevention and cleanup materials readily accessible onsite during construction.

BIO-8: During construction, pollution and erosion control measures will be implemented. Large sedimentation barrier fencing, fiber rolls, or barriers will be installed as needed between the project construction features and any stream, waterbody, or riparian habitat to prevent the discharge of wet concrete, concrete dust, sediment, and construction debris, or other pollutants into any stream or waterbody.

BIO-9: Construction staging areas for equipment and vehicle fueling and storage will be located at least 100 feet away from the top of the bank of any stream or aquatic area and in a location where fluids or accidental discharges cannot flow into the stream or aquatic area.

BIO-10: After construction has been completed, natural contours and vegetation will be restored as close as possible to their original condition following landscaping plans.

The following avoidance and minimization measures will be implemented to protect native plants:

BIO-11: Before any ground-disturbing activities, Environmentally Sensitive Area fencing will be installed around the dripline of trees designated to be protected within the project limits. Environmentally Sensitive Areas will be noted on design plans and delineated in the field before the start of construction activities.

BIO-12: During construction, the contractor will avoid spreading invasive species and pathogens by requiring that weeds designated for removal be removed before disturbing surface soils and disposed of the same day they are removed. The contractor will also require that all nursery stock be certified free of weeds, Phytophthora, or other plant diseases and that imported soil is certified weed-free and from a Caltrans-approved source with protocols in place for minimizing the spread of Phytophthora and other plant diseases.

The following measures will be implemented to avoid and minimize potential adverse impacts to the California red-legged frog from the project (complies with the Caltrans Programmatic Biological Opinion with the U.S. Fish and Wildlife Service for the California red-legged frog, 8-8-10-F-58):

BIO-13: A biologist with experience in the identification of all life stages of the California red-legged frog and other special-status wildlife species that may be in the area will survey the project site no more than 48 hours before the start of work activities in suitable habitat areas. If any life stage of the California red-legged frog is detected, the U.S. Fish and Wildlife Service will be notified before the start of construction. If Caltrans and the U.S. Fish and Wildlife Service determine that adverse effects to the California red-legged frog or its critical habitat cannot be avoided, the project will not start until Caltrans completes the appropriate level of consultation with the U.S. Fish and Wildlife Service.

BIO-14: Work activities will take place in aquatic habitats during the dry season between April 1 and November 1, when water levels are typically at their lowest.

BIO-15: Before work begins on the project, a biologist with experience in the identification of all life stages of the California red-legged frog and other special-status wildlife species that may be in the area will conduct a training session for all construction personnel. The training session will include a description of the California red-legged frog and other special-status wildlife species that may be in the area and specific measures that are being implemented to avoid adverse effects to the species during the project.

BIO-16: If any life stage of the California red-legged frog is detected in the project area during construction, work will stop immediately, and the resident engineer, authorized biologist, or biological monitor will notify the Ventura Fish and Wildlife Office. If Caltrans and the U.S. Fish and Wildlife Service determine that adverse effects to California red-legged frogs cannot be avoided, construction activities will remain suspended until the appropriate level of consultation is completed.

BIO-17: During project activities, all trash that may attract predators will be properly contained, removed from the worksite, and disposed of regularly.

Following construction, all trash and construction debris will be removed from work areas.

BIO-18: Before the start of work, Caltrans will ensure that a plan is in place for a prompt and effective response to any accidental spills of hazardous materials. All workers will be informed of the importance of preventing spills and of the appropriate measures to implement should a spill occur.

BIO-19: If a worksite is to be temporarily dewatered by pumping, the intake will be screened with wire mesh not larger than 0.2 inch to prevent any California red-legged frogs or other aquatic species not initially detected from entering the pump system. If California red-legged frogs are detected during dewatering and adverse effects to the species cannot be avoided, construction activities will remain suspended until Caltrans and the U.S. Fish and Wildlife Service complete the appropriate level of consultation.

BIO-20: Unless approved by the U.S. Fish and Wildlife Service, water will not be impounded during construction activities in a manner that may attract California red-legged frogs or other special-status wildlife species.

BIO-21: Before and during construction, a qualified biologist will permanently remove any individuals of exotic species, such as bullfrogs, crayfish, and centrarchid fishes, from the project area to the maximum extent possible. The biologist will be responsible for ensuring their activities are following the California Fish and Game Commission.

BIO-22: The contractor will be responsible for decontaminating all tools, waders and boots, and other equipment that will enter aquatic habitat before entering and exiting the project site and/or between each use in different waterbodies to avoid the introduction and transfer of organisms between waterbodies. Acceptable decontamination methods include drying for a minimum of 48 hours, removing mud, algae, and debris, then cleaning with a 70 percent ethanol or bleach solution (0.5 to 1 cup per 1 gallon of water) or a hot water soak or pressure wash at 140 degrees Fahrenheit or more.

Repeat decontamination would only be required if the equipment/material is removed from the site or used within a different waterbody and returned to the project site. Decontamination would occur in a location where runoff can be contained and not allowed to pass into waters and other sensitive habitat areas.

The following avoidance and minimization measures will be implemented for potential impacts to special-status birds and nesting birds:

BIO-23: Schedule vegetation removal between October 1 and February 14, outside of the typical nesting bird season. If vegetation removal is proposed to occur during the nesting bird season (February 15 to September 30), a qualified biologist would conduct a nesting bird survey no more than three

days before work. If construction activities are proposed to occur within 100 feet of potential nesting habitat during the nesting bird season, a qualified biologist would conduct a nesting bird survey no more than three days before the start of construction and as needed during construction. If a bird nest is found, the Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area must be avoided until a qualified biologist has determined that juveniles have fledged and are no longer dependent on the nest.

BIO-24: Bird nests will not be disturbed, and eggs or young birds covered by the Migratory Bird Treaty Act and the California Fish and Game Code will not be killed, destroyed, injured, or harassed at any time.

The following avoidance and minimization measures will be implemented for potential impacts to bumblebee habitat resulting from the project:

BIO-25: Annual grassland and coastal scrub habitats that are temporarily impacted during construction will be replaced onsite at a minimum 1-to-1 ratio using a hydroseed mixture containing native grass species, such as purple needlegrass *(Nassella pulchra)* and coast range melic *(Melica imperfecta)*, and locally present, native flowering species.

The following measures will be implemented to avoid and minimize impacts to the pallid bat, western red bat, Townsend's big-eared bat, and other bat species:

BIO-26: A Caltrans biologist will survey culverts to be repaired or replaced during the spring to determine bat presence and type of use. If day or maternity roosting is seen, Caltrans will specify that culvert work may not take place during the maternity season (April 1 to August 30) or will require that temporary bat exclusion measures be installed before April 1 and maintained for the duration of the work.

BIO-27: Guardrail replacement work will not be performed on the Los Berros Creek Bridge or during the maternity season between April 1 and August 30.

Avoidance and minimization measures for the California red-legged frog also apply to the northern legless lizard, coast horned lizard, western pond turtle, and two-striped garter snake. In addition:

BIO-28: If the northern legless lizard, coast horned lizard, western pond turtle, or two-striped garter snake are detected in the project area during construction, a qualified biologist or trained designee will move them out of harm's way.

The following compensatory mitigation measure will be implemented for temporary and permanent riparian and wetland impacts:

BIO-29: Compensatory mitigation is proposed at a 1-to-1 ratio (acreage) for temporary impacts and a 3-to-1 ratio (acreage) for permanent impacts to riparian and/or wetland vegetation. Mitigation for permanent impacts to riparian and stream habitat is expected to be completed onsite by replacing non-native and invasive species with native riparian species.

2.1.5 Cultural Resources

Considering the information in the Screened Undertaking Memorandum dated August 11, 2021, which determined the proposed project does not have the potential to affect cultural resources, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**No Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**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, and maintenance of transportation facilities, fleets, buildings, and equipment to minimize the use of fuel supplies and energy sources and reduce greenhouse gas emissions.

The project is not capacity-increasing, and, therefore, the operation would not increase energy usage in the long term. Energy usage would be required during construction but would be minimized whenever possible through recycling of materials and implementation of greenhouse gas reduction strategies, as addressed in Section 2.1.8. The following significance determinations have been made:

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

2.1.7 Geology and Soils

Considering the information in the Paleontological Identification Report dated November 30, 2021, and available soil mapping from the Natural Resources Conservation Service, 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: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	**No Impact**
ii) Strong seismic ground shaking?	**No Impact**
iii) Seismic-related ground failure, including liquefaction?	**No Impact**
iv) Landslides?	**No Impact**
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact**
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	**No Impact**
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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**

2.1.8 Greenhouse Gas Emissions

Based on the Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment Memorandum completed on October 6, 2020, and the Climate Change Report completed on January 3, 2022, the following significance determinations have been made:

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

Affected Environment

Regulatory agencies take greenhouse gas emissions inventory estimates to track the amount of greenhouse gasses discharged into the atmosphere by specific sources over a period, such as a calendar year. Tracking annual greenhouse gas emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The U.S. Environmental Protection Agency is responsible for documenting greenhouse gas emissions nationwide, and the California Air Resources Board does so for the state.

The California Air Resources Board sets regional targets for California's 18 Metropolitan Planning Organizations to use in their Regional Transportation Plan/Sustainable Communities Strategy to plan future projects that will cumulatively achieve greenhouse gas reduction goals. Targets are set at a percent reduction of passenger vehicle greenhouse gas emissions per person from 2005 levels. The project is in San Luis Obispo County; therefore, the Metropolitan Planning Organization is the San Luis Obispo Council of

Governments. Its regional reduction targets are 3 percent by 2020 and 11 percent by 2035. The San Luis Obispo Council of Governments' Regional Transportation Plan/Sustainable Communities Strategy for the project area is the 2019 Regional Transportation Plan: Connecting Communities.

Environmental Consequences

Construction emissions cannot be avoided with any construction process and will have some level of emissions. For example, the estimated average carbon dioxide emissions are 374 tons per year over a period of about 220 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.

However, this is not a capacity-increasing project, and, therefore, increased long-term operational greenhouse gas emissions are not expected. Additionally, Best Management Practices and standard measures included in Chapter 1 will be implemented, in addition to the greenhouse gas reduction strategies. Overall, the project is expected to help reduce greenhouse gas emissions by reducing the frequency and duration of maintenance vehicle and equipment use to maintain roadside facilities.

Greenhouse Gas Reduction Strategies

GHG-1: Compost will be used for erosion control to help offset greenhouse gas by capturing carbon from the atmosphere since compost increases the rate at which carbon dioxide is removed from the atmosphere and converted to plant and soil organic matter.

GHG-2: Schedule longer-duration lane closures to reduce the number of equipment mobilization efforts.

GHG-3: Maximize the use of recycled materials.

GHG-4: Recycle existing project features onsite.

GHG-5: Complete Streets components are included that make non-auto modes of transportation more attractive.

GHG-6: Native planting will minimize the need for irrigation and reduce non-native species.

GHG-7: Avoid an ultimate net loss of tree canopy within the project limits through a combination of preservation and tree planting. Trees sequester carbon and provide cooling shade.

GHG-8: Mulch application around new and existing plants will be included to retain soil moisture.

GHG-9: Proposed work matches existing grade, which reduces earthwork.

2.1.9 Hazards and Hazardous Materials

As outlined in the Hazardous Waste Memorandum dated November 2021, 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 0.25 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 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**Less Than Significant Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

Affected Environment

There are no known hazardous waste issues or hazardous materials sites within the project limits pursuant to Government Code Section 65962.5. Potential hazardous waste issues that may be encountered during project construction include treated wood waste, aerially deposited lead in soil, lead paint, and asbestos-containing materials.

U.S. Route 101 is included in the list of designated evacuation routes in the City of Pismo Beach General Plan (Safety Element). During project construction, there is the potential for intermittent single-lane closures and ramp closures on U.S. Route 101 that could cause delays to emergency services.

Environmental Consequences

If treated wood waste, aerially deposited lead, lead paint, or asbestos-containing materials are encountered during construction, they would be appropriately handled, transported, and disposed of through Caltrans' Best Management Practices and standard specifications and would not create a substantial hazard to the public or environment. More detailed hazardous waste investigations would occur in the project's design phase.

A Transportation Management Plan would be implemented to enable access along U.S. Route 101 during construction and would account for emergency evacuations and emergency vehicle access along the U.S. Route 101 corridor in the project limits. The plan would specify detour routes for any project construction locations where temporary lane or ramp closures would be necessary. No full highway closures are expected. Therefore, the project would not impair an adopted emergency evacuation plan.

Avoidance, Minimization and/or Mitigation Measures

No further measures are required.

2.1.10 Hydrology and Water Quality

The receiving waterbodies within the project area include Pismo Creek, Arroyo Grande Creek, Los Berros Creek, Nipomo Creek, and Pismo Lake. The project has the potential to directly discharge stormwater within the project limits into one or more of the surrounding waterbodies. The project does involve excavation and earthwork activities but with the incorporation of Best Management Practices, would not cause or exacerbate existing conditions of the abovementioned 303(d)-listed waterbodies. The replacement of 10 drainages will eliminate further pipe corrosion and perforation, which will lead to an added water quality benefit by decreasing turbidity. By incorporating appropriate hydraulic design and robust Stormwater Best Management Practices during construction, minimal, short-

term water quality impacts are expected. The project would not result in significant long-term impacts to water quality.

Considering the information in the Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment dated October 2020, 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

The project would not change the location, function, or capacity of U.S. Route 101 and would not physically divide an established community. The project falls under the San Luis Obispo County General Plan and San Luis Obispo County Local Coastal Program. The project would not conflict with the elements of the general plan or any other land use policy or regulation intended to avoid or mitigate any effects on the environment. Coastal zone policies and regulations for the protection of coastal resources apply to portions of the project limits, as discussed in Appendix D, Coastal Policy Analysis. Caltrans is undergoing coordination with the California Coastal Commission; an application will be submitted in the next phase of the project. Considering this information, the following significance determinations have been made:

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

According to the California Geological Survey 2011 Mineral Land Classification Map for the San Luis Obispo-Santa Barbara Region, the project is in an area with the potential for concrete aggregate resources. This mineral classification is widespread in San Luis Obispo County.

Considering the proposed work will include upgrading existing facilities on previously disturbed land, the following significance determinations have been made:

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

2.1.13 Noise

As outlined in the Air Quality, Noise, and Water Quality Technical Memorandum dated October 2020, short-term, temporary noise levels near the project would increase due to construction activities, but impacts would be minimized with the implementation of Caltrans' Best Management Practices pertaining to noise and Standard Specifications Section 14-8.02 (see Section 1.5).

Considering the information in the Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memorandum dated October 6, 2020, 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 2 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 southern end of the project setting is mostly rural, with few scattered residences and wineries. The northern area of the project is more urbanized, with a variety of residences and commercial units. Oceano Airport is within 2 miles west of the project. Construction activities at these locations are not expected to generate excessive noise that would expose residents or employees in the area.

Environmental Consequences

This is not a capacity-increasing project, and it is expected that local noise levels will return to normal after the project is complete. No long-term impacts are expected. Because of construction, local noise levels will experience a short-term increase. The amount of noise will vary based on the activity at

each location and the equipment used. Construction activities are not expected to generate excessive noise that would expose residents or airport employees in the area.

Project construction activities have the potential to generate some vibration from the expected cut-and-cover and trenchless construction methods. The contractor would determine the specific types of equipment used for each culvert construction location, factoring in the subsurface soil types, the topography of the location, and hydrologic conditions, among other criteria. Project construction activities would be temporary for short durations at the individual culvert repair/replacement locations; those activities are not expected to generate a substantial amount of groundborne vibration that would otherwise adversely affect residents or other sensitive receptors.

Caltrans will hold a public awareness campaign before project construction to alert area residents and businesses of the construction schedule. For instance, residents will be informed when night work will occur and when traffic management will be conducted, including planned lane and ramp closures on U.S. Route 101 and detour routes where needed (this will be detailed in the Transportation Management Plan).

Avoidance, Minimization and/or Noise Abatement Measures

Based on the Air Quality, Greenhouse Gas, Noise, and Water Quality Assessment dated October 2020, the following minimization measures will be included in the resident engineer's binder and implemented during construction:

NOI-1: The Caltrans District 5 Public Information Office, as advised by the project's resident engineer, will notify the public two weeks in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. A notice of the dates and duration of proposed construction activities will be published in local news media.

NOI-2: The contractor will shield loud pieces of stationary construction equipment if complaints are received from the public.

NOI-3: The contractor will locate portable generators, air compressors, etc., away from sensitive noise receptors as feasible.

NOI-4: The contractor will limit grouping major pieces of equipment operating in one area to the greatest extent feasible.

NOI-5: The contractor will 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 will be equipped with a muffler or baffle of a type recommended by the manufacturer.

NOI-6: The contractor and resident engineer will consult district noise staff if complaints are received during construction.

2.1.14 Population and Housing

Considering the project would not change the capacity or function of U.S. Route 101 and would therefore not influence population growth, the following significance determinations have been made:

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

Considering the project is limited to improvements for existing facilities and would not trigger the need for new or modified public services, the following significance determinations have been made:

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

Question:	CEQA Significance Determinations for Public Services
Police protection?	**No Impact**
Schools?	**No Impact**
Parks?	**No Impact**
Other public facilities?	**No Impact**

2.1.16 Recreation

The project would not change the function or capacity of the highway or influence the use of local recreational facilities. Almost all work will occur within Caltrans' right-of-way; the additional easements are minor and will not increase demand for additional or expanded recreational facilities. Considering this information, the following significance determinations have been made:

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

2.1.17 Transportation

The project would increase the service life and improve the infrastructure on U.S. Route 101. The project would not increase the capacity of the highway and, therefore, would not influence vehicle miles traveled. This project is not listed in the 2019 Regional Transportation Plan: Connecting Communities; however, it does not conflict with the goals or policies listed in the plan. The project is programmed for funding from the 2020 State Highway Operation and Protection Program, Roadway Preservation.

The following significance determinations have been made:

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

Affected Environment

U.S. Route 101 is the main north-south corridor in San Luis Obispo County and accommodates interregional, truck, and commuter traffic. Within the project limits, U.S. Route 101 is predominately a four-lane facility with auxiliary lanes in the southern portion.

Environmental Consequences

The project will not alter the existing alignment or capacity of U.S. Route 101 and is not expected to permanently impact any existing or planned transportation-related programs or facilities in the region. The project would not alter existing vehicle miles traveled; therefore, the existing traffic and emergency access on U.S. Route 101 would not be altered because of the project.

It is expected that temporary construction activities have the potential to impede emergency access to U.S. Route 101. No freeway closures are expected, but there may be intermittent single-lane closures and ramp closures, which could affect traffic. During project construction, traffic and emergency access on U.S. Route 101 will be maintained. As discussed in Section 2.1.9, a Transportation Management Plan will be implemented during construction to maintain traffic flow during this period. The public will be notified of planned construction traffic management strategies through various methods as part of a public awareness campaign and motorist information on the project route.

Avoidance, Minimization and/or Mitigation Measures

No further measures are required.

2.1.18 Tribal Cultural Resources

Considering the information in the Screened Undertaking Memorandum dated August 11, 2021, the following significance determinations have been made:

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

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	**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**

Affected Environment

There are no known cultural resources in the project's Area of Potential Impacts. The location of the project is within a highly disturbed, engineered, cut and fill landscape of a Caltrans right-of-way that is subject to regular maintenance.

Environmental Consequences

During a consultation with members of the local Native American community, concern was expressed that there may be archeological resources near the project area. A record search and pedestrian surveys were conducted in areas of concern. Though no cultural resources were discovered within the project limits, an Archaeological Monitoring Area was requested from the local tribe due to the general sensitivity of the area, even though no specific concerns were identified.

Avoidance, Minimization, and/or Mitigation Measures

TCR-1: Per tribal request, an Archaeological Monitoring Area will be established within the project site. Native American and archaeological monitors will be present during construction.

2.1.19 Utilities and Service Systems

Utility relocation is not expected. The project is not expected to alter existing water supplies, wastewater treatments, or drainage patterns in the region. The project is not expected to change the existing functions of electrical, natural gas, or telecommunications facilities in the region.

The project is not expected to generate excessive amounts of solid waste that would overwhelm the 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.

The following significance determinations have been made:

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

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	**No Impact**

2.1.20 Wildfire

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

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

Affected Environment

Based on the California Department of Forestry and Fire Protection's California Fire Hazard Severity Zone map, the project itself is not in a fire zone, but there are Very High Fire Hazard Severity Zones northeast of the project area within the foothills above U.S. Route 101.

Environmental Consequences

The project will not change any planned or existing emergency response plans or emergency evacuation plans for the region because it will not permanently alter access to U.S. Route 101. The project will ensure that the

highway remains accessible for emergency response vehicles and emergency evacuation plans during project construction.

The project will not exacerbate wildfire risk because it is not expected to permanently change existing wildfire conditions in the region. The project will not be involved with any infrastructure work that would alter the existing fire risk in the region.

Removing vegetation during construction will be required to allow construction equipment and supplies access 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 is expected to be reduced.

However, the project will incorporate precautions to prevent fire-related incidents during construction as part of the code of safe practices in accordance with the California Division of Occupational Safety and Health's Fire Protection and Prevention Guidance. Any vegetation removal would be planned and conducted using techniques and strategies that will avoid and minimize unintentional fires.

The project would 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

No further measures.

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**

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
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

With the implementation of Caltrans' Best Management Practices, Standard Specifications, and other measures, the environmental resources that have the potential to be affected by the project would be aesthetic resources, greenhouse gas emissions, and biological resources.

Environmental Consequences

Overall, the project is not expected to substantially degrade the quality of the environment. The project would result in a minor reduction of the visual quality of the viewshed, which would be reduced with the implementation of the avoidance and minimization measures listed in Section 2.1.1. It is expected that after project construction, the project would be unnoticeable to the average highway traveler.

Some greenhouse gas emissions would occur during construction due to emissions from construction equipment, processing of construction materials, etc. Impacts would be less than significant with the implementation of Caltrans' Standard Specifications, Best Management Practices, and the avoidance and minimization measures listed in Section 2.1.8.

For biological resources, the project has been designed to avoid and minimize effects as much as feasible, such as by avoiding work in Morro Creek and protecting several oak trees. However, the project would result in temporary and permanent impacts to habitats for fish and wildlife species, including potential jurisdictional wetlands, other waters, riparian habitats, and oak woodlands protected under the California Coastal Commission. The project has the potential to impact (though not likely) the northern legless lizard, coast horned lizard, western pond turtle, and two-striped garter snake.

Temporary impacts to ruderal/annual grassland and coastal scrub habitats within the Biological Study Area that potentially support native, ground-nesting bumblebees, such as Crotch's and western bumblebees, are expected. The project would not have cumulatively considerable effects on the environment in consideration of past, present, and reasonably foreseeable future projects. With the implementation of avoidance and minimization measures BIO-1 through BIO-28 and compensatory mitigation prescribed in mitigation measure BIO-29, impacts to biological resources would have a less than significant effect on the environment. See Section 2.1.4 for further discussion.

Avoidance, Minimization, and/or Mitigation Measures

No further measures are required.

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

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

Making Conservation a California Way of Life.

September 2021

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 nondiscriminatory 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) 324-8379 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 1823 14th Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

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

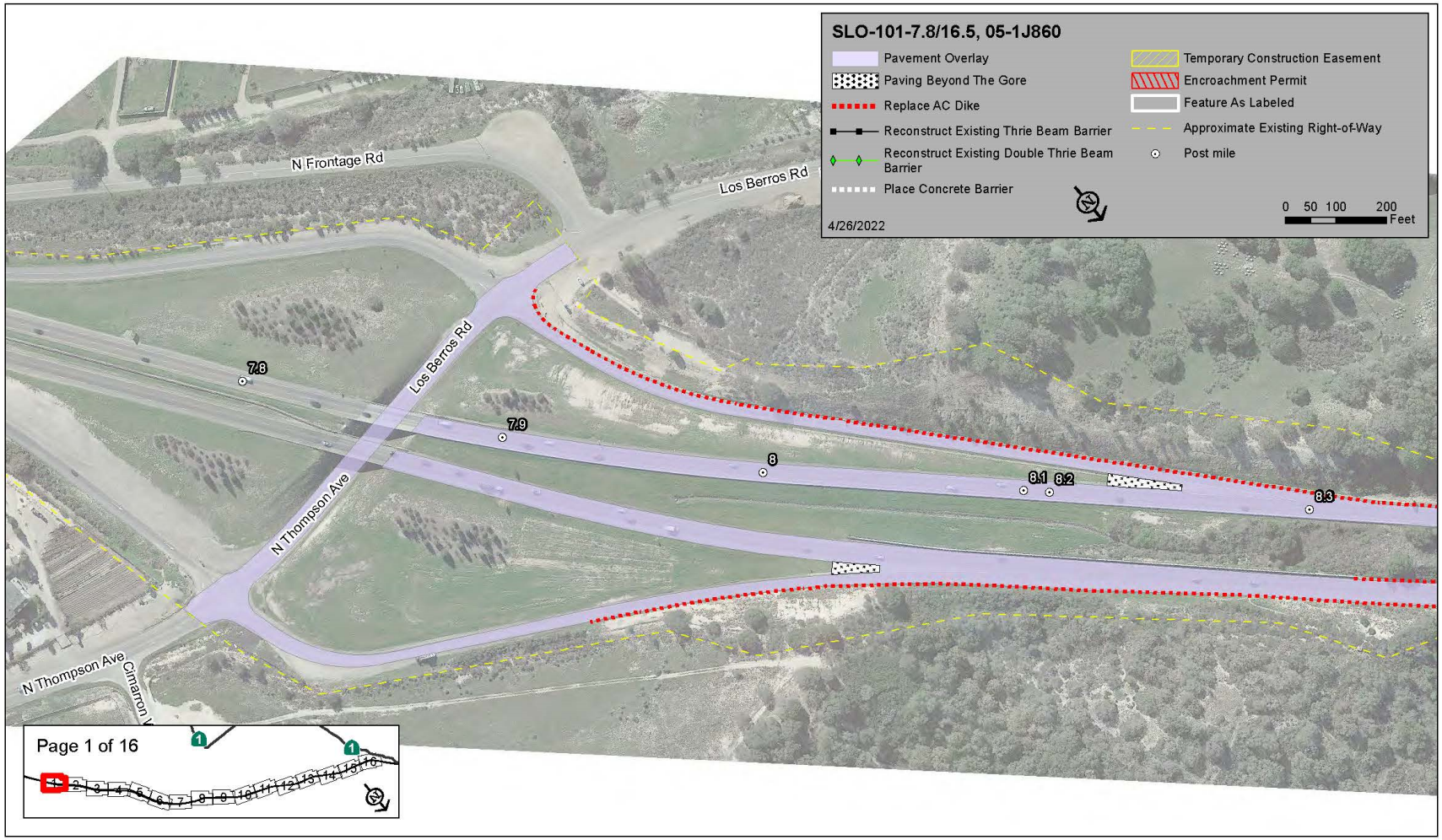
Appendix B Preliminary Plans

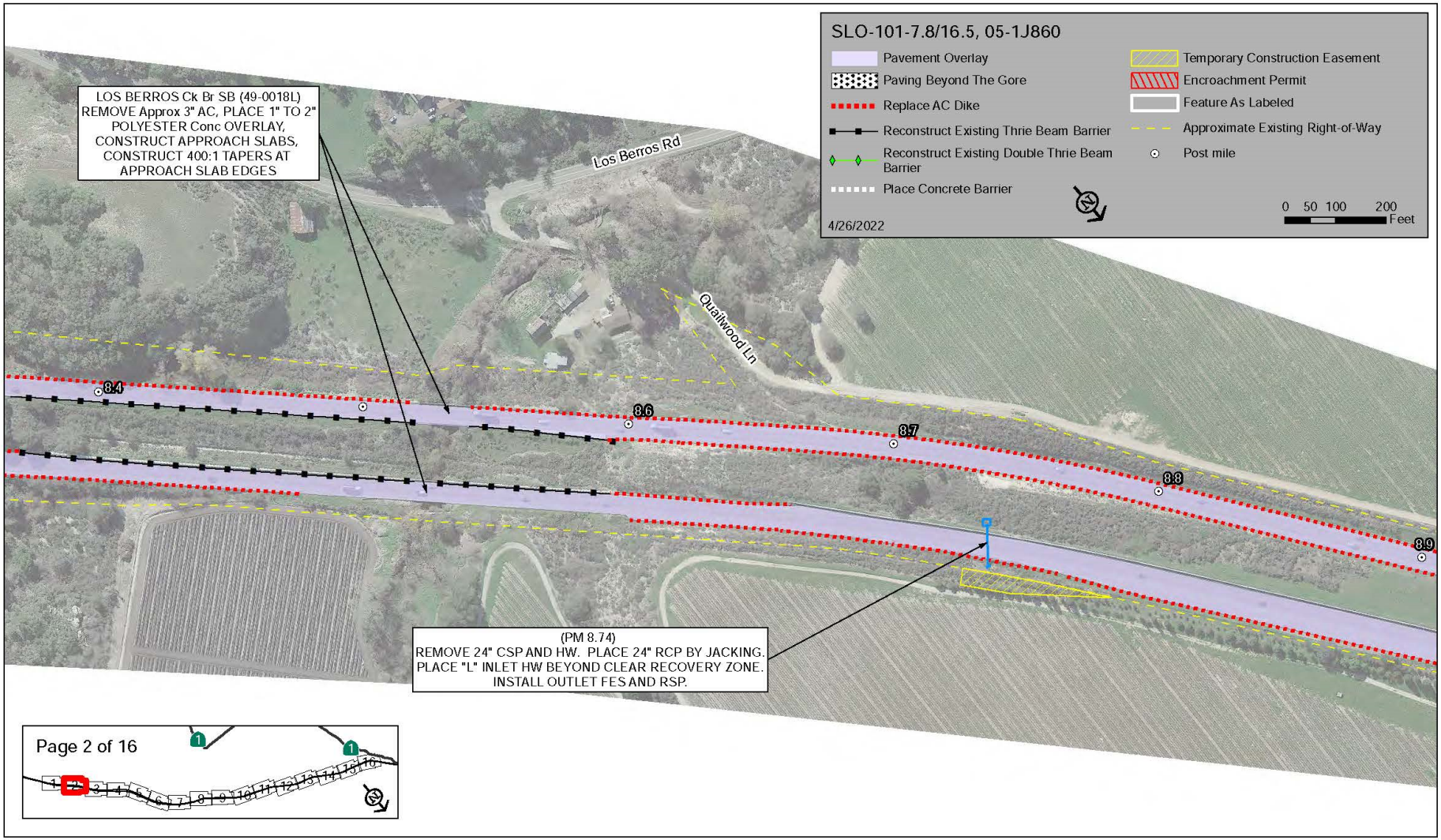
This appendix contains the preliminary project plans of the proposed pavement overlay, paving, drainage improvements, and right-of-way acquisitions on aerial photography base maps.

The abbreviated notations on the plans are spelled out as follows:

- NB: Northbound
- SB: Southbound
- CSP: Corrugated Steel Pipe
- HW: Headwall
- FES: Flared End Section
- AP: Alternative Pipe
- RCP: Reinforced Concrete Pipe
- RSP: Rock Slope Protection
- Ck: Creek
- Br: Bridge
- Conc: Concrete
- PP: Plastic Pipe
- RHMA: Rubberized Hot Mix Asphalt
- DI: Drainage Inlet
- Approx: Approximately
- St: Street
- Pkwy: Parkway
- UPRR: Union Pacific Railroad
- PM: Post Mile
- Exist: Existing

- Rd: Road
- Ave: Avenue
- N, S, E, W: North, East, South, West
- Blvd: Boulevard
- Dr: Drive
- Ln: Lane
- AC: Asphalt Concrete


SLO-101-7.8/16.5, 05-1J860
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200
Feet
N Frontage Rd
Los Berros Rd
Los Berros Rd
N Thompson Ave
N Thompson Ave
Cimarron
7.8
7.9
8
8.1
8.2
8.3
Page 1 of 16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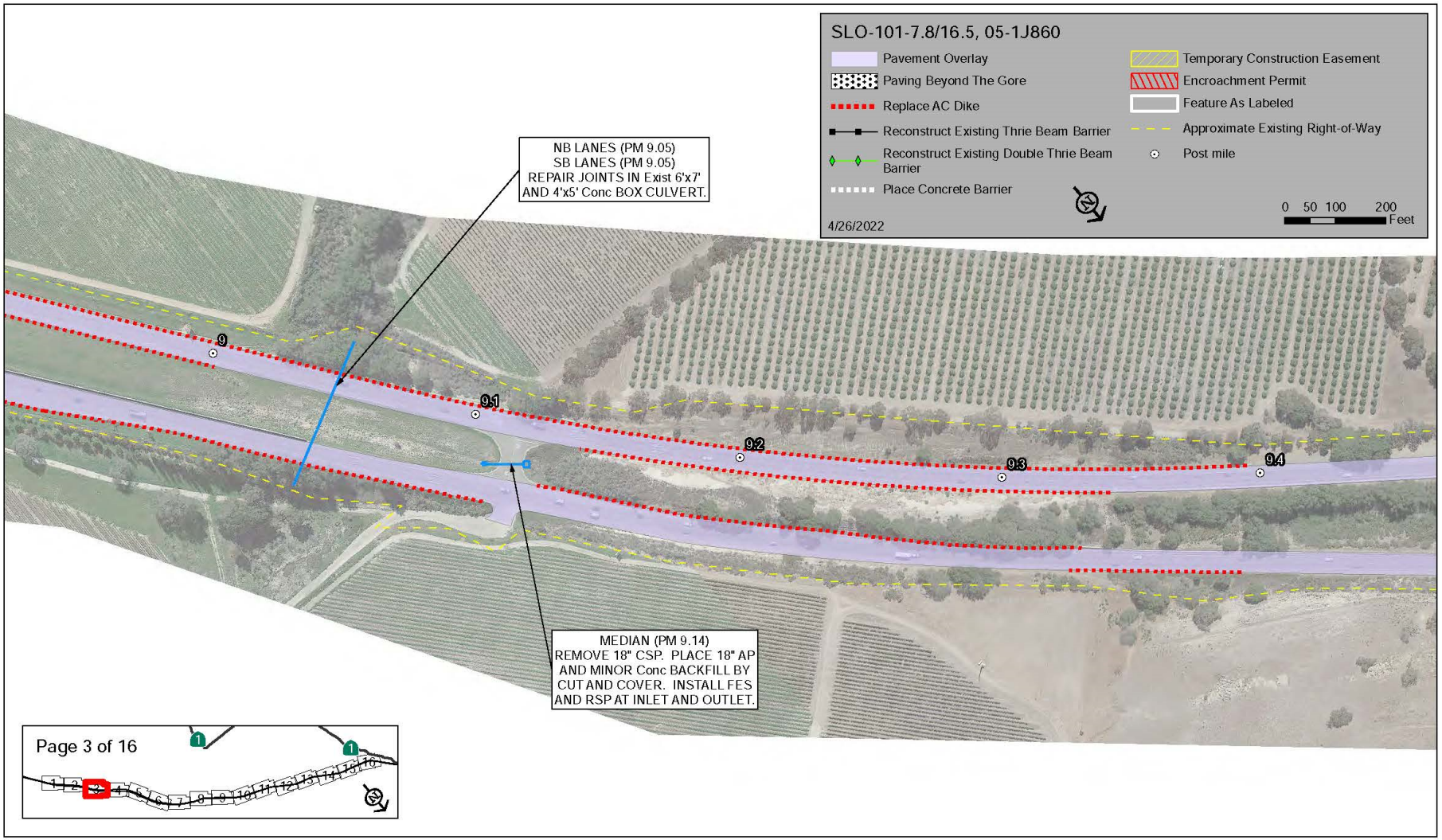
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200 Feet
LOS BERROS Ck Br SB (49-0018L)
REMOVE Approx 3" AC, PLACE 1" TO 2" POLYESTER Conc OVERLAY, CONSTRUCT APPROACH SLABS, CONSTRUCT 400:1 TAPERS AT APPROACH SLAB EDGES
Los Berros Rd
Quailwood Ln
8.4
8.6
8.7
8.8
8.9
(PM 8.74)
REMOVE 24" CSP AND HW. PLACE 24" RCP BY JACKING. PLACE "L" INLET HW BEYOND CLEAR RECOVERY ZONE. INSTALL OUTLET FES AND RSP.
Page 2 of 16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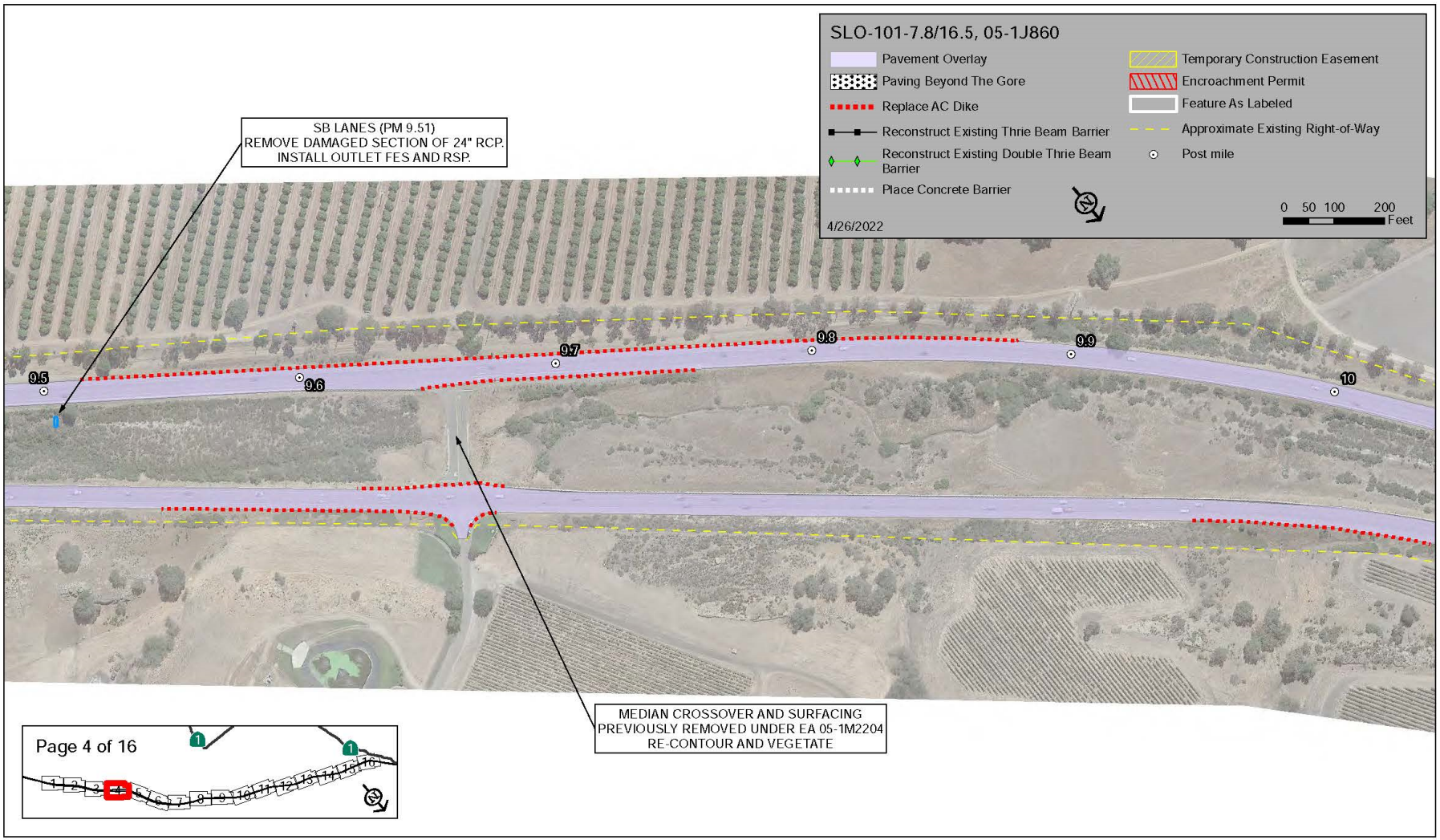
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
0 50 100 200 Feet
4/26/2022
NB LANES (PM 9.05)
SB LANES (PM 9.05)
REPAIR JOINTS IN Exist 6'x7'
AND 4'x5' Conc BOX CULVERT.
MEDIAN (PM 9.14)
REMOVE 18" CSP. PLACE 18" AP
AND MINOR Conc BACKFILL BY
CUT AND COVER. INSTALL FES
AND RSP AT INLET AND OUTLET.
9
9.1
9.2
9.3
9.4
Page 3 of 16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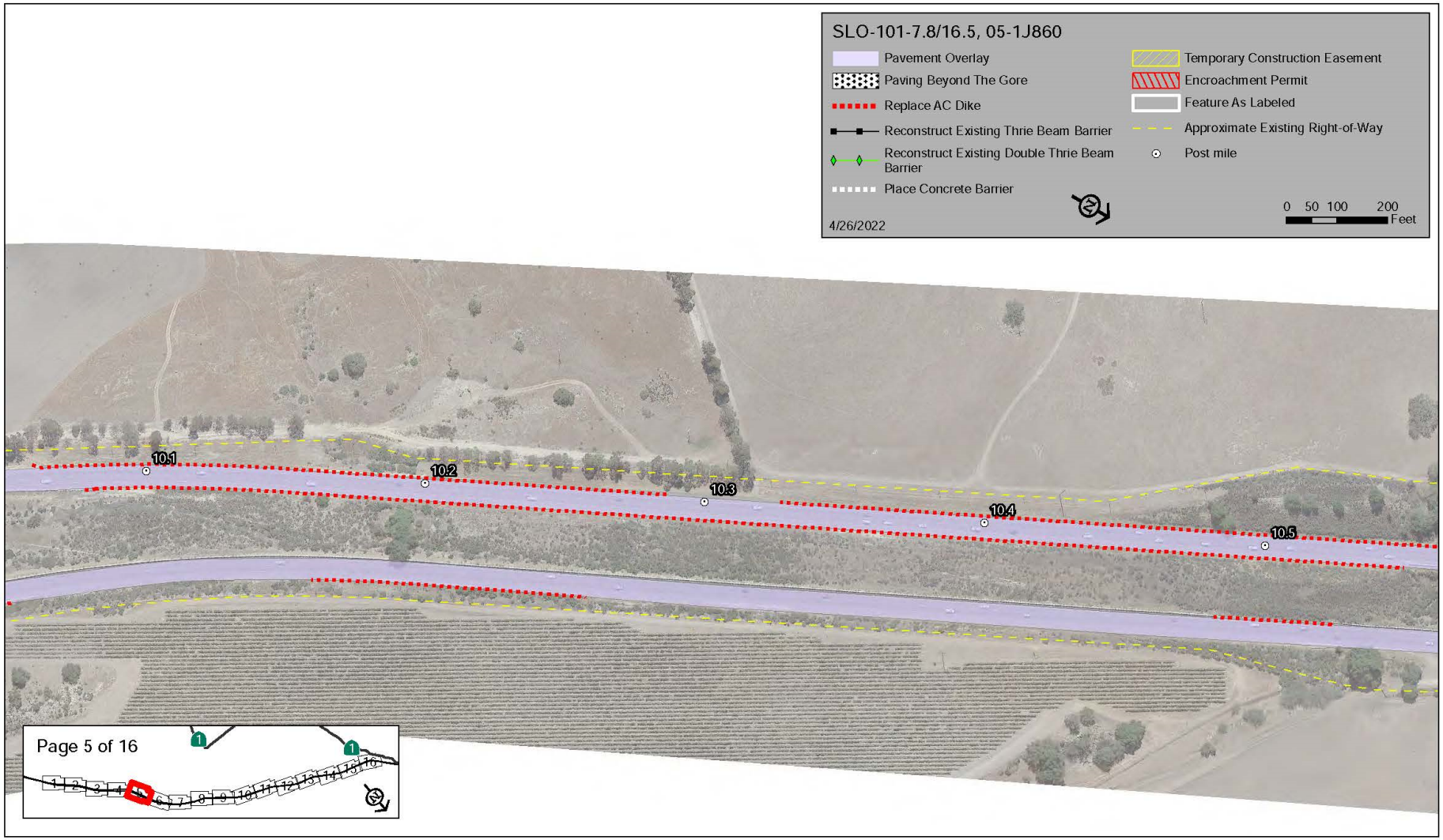
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200
Feet
SB LANES (PM 9.51)
REMOVE DAMAGED SECTION OF 24" RCP.
INSTALL OUTLET FES AND RSP.
MEDIAN CROSSOVER AND SURFACING
PREVIOUSLY REMOVED UNDER EA 05-1M2204
RE-CONTOUR AND VEGETATE
9.5
9.6
9.7
9.8
9.9
10
Page 4 of 16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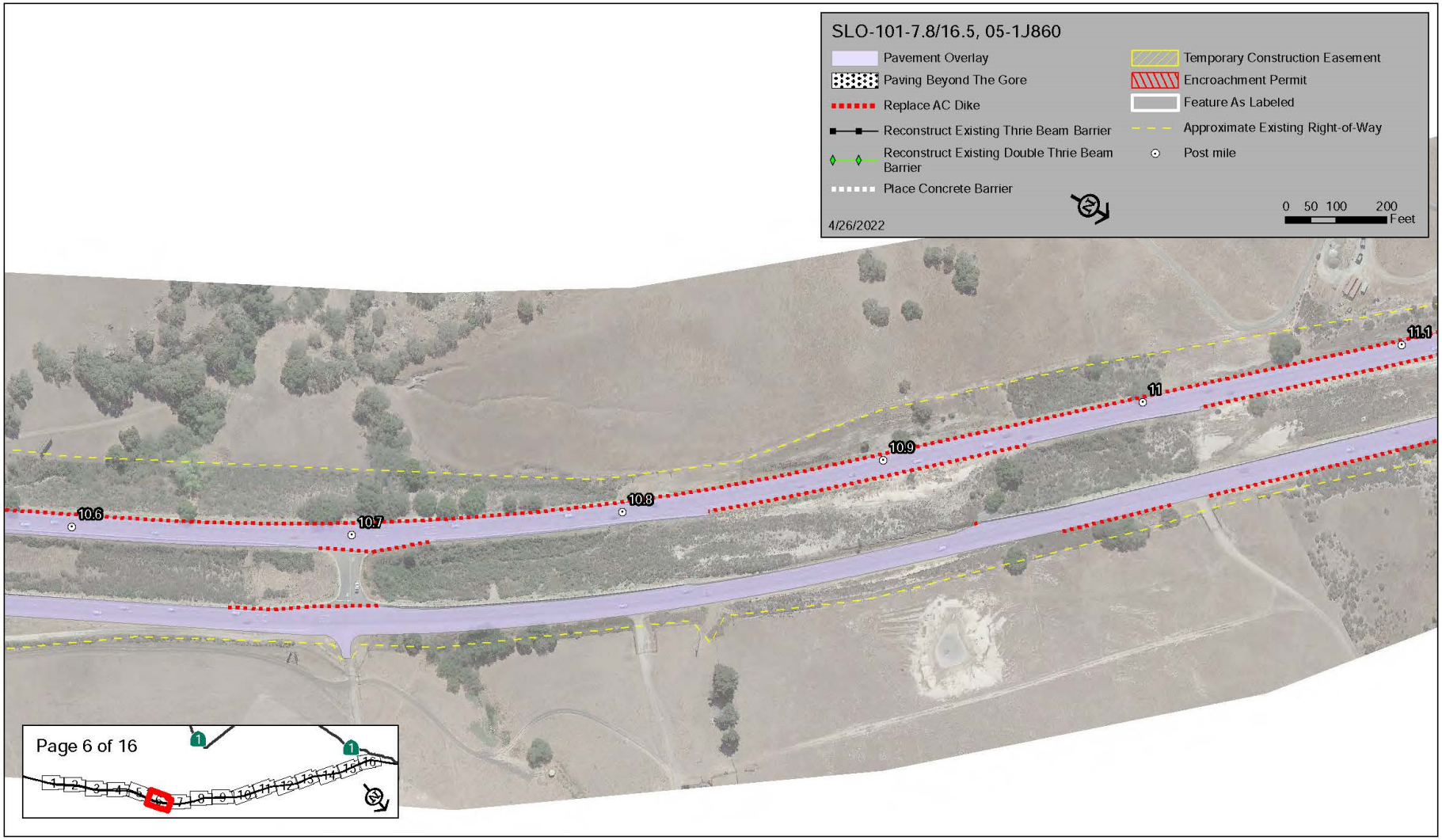
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
0 50 100 200
Feet
4/26/2022
10.1
10.2
10.3
10.4
10.5
Page 5 of 16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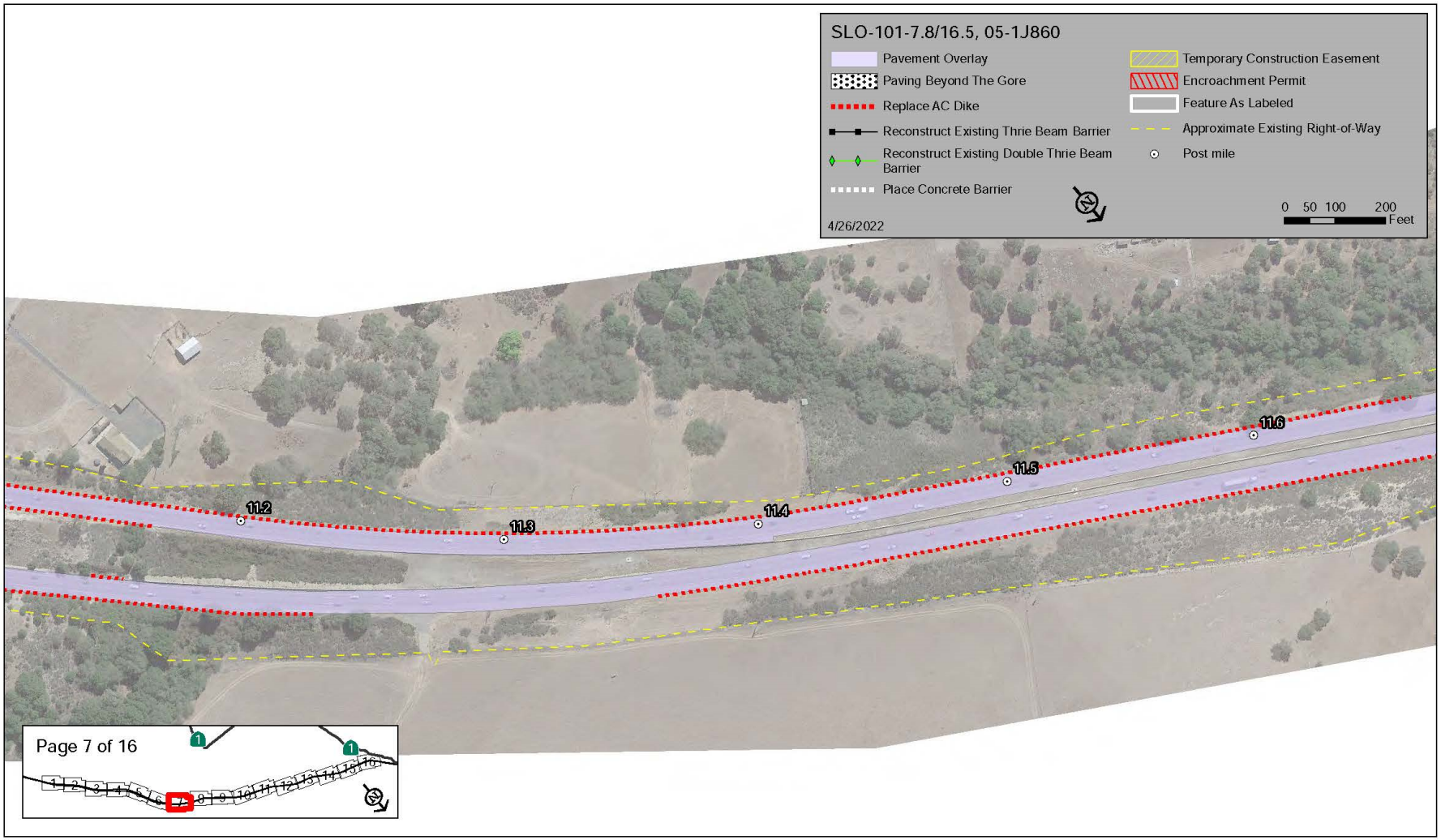
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200
Feet
10.6
10.7
10.8
10.9
11
11.1
Page 6 of 16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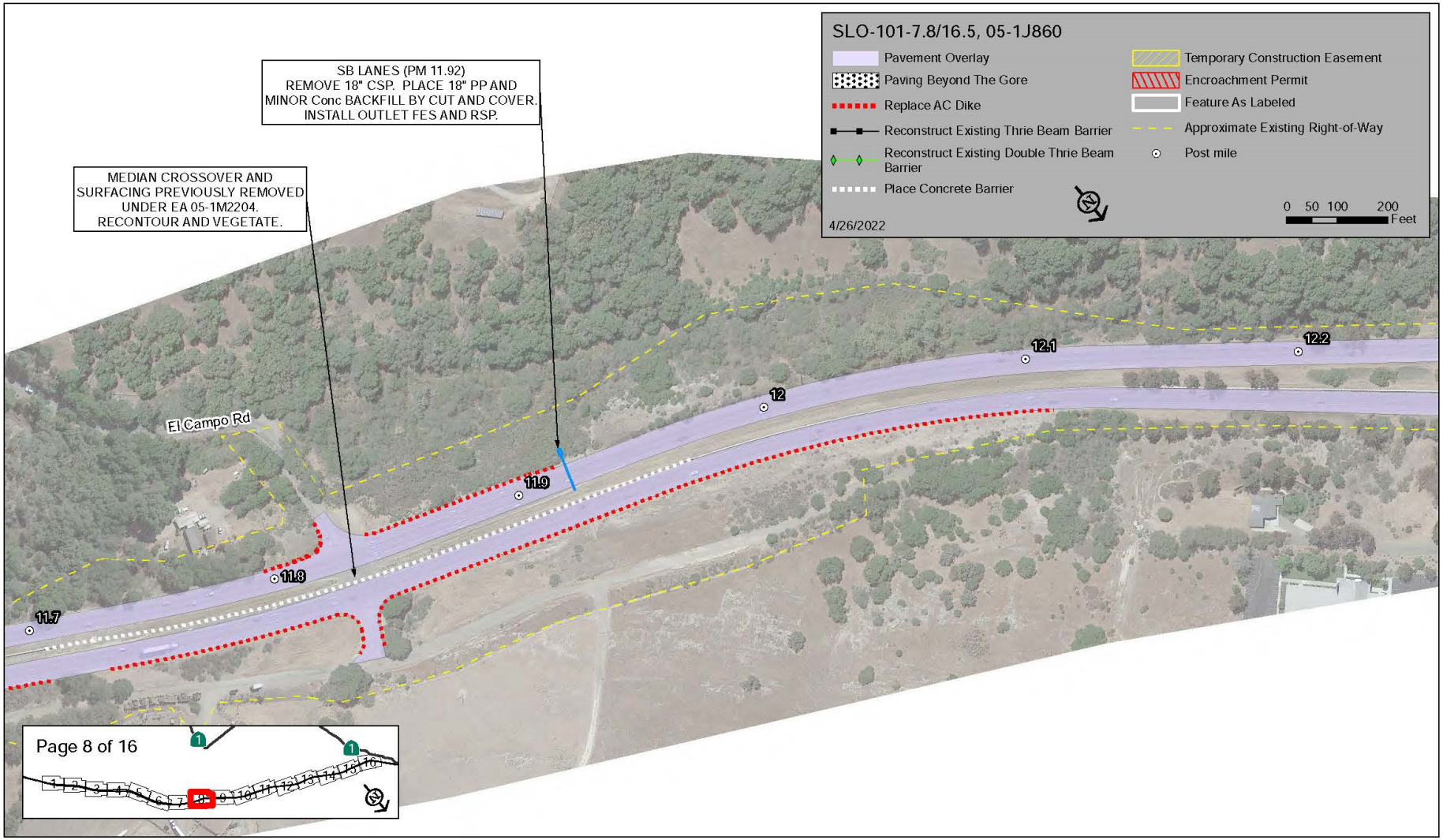
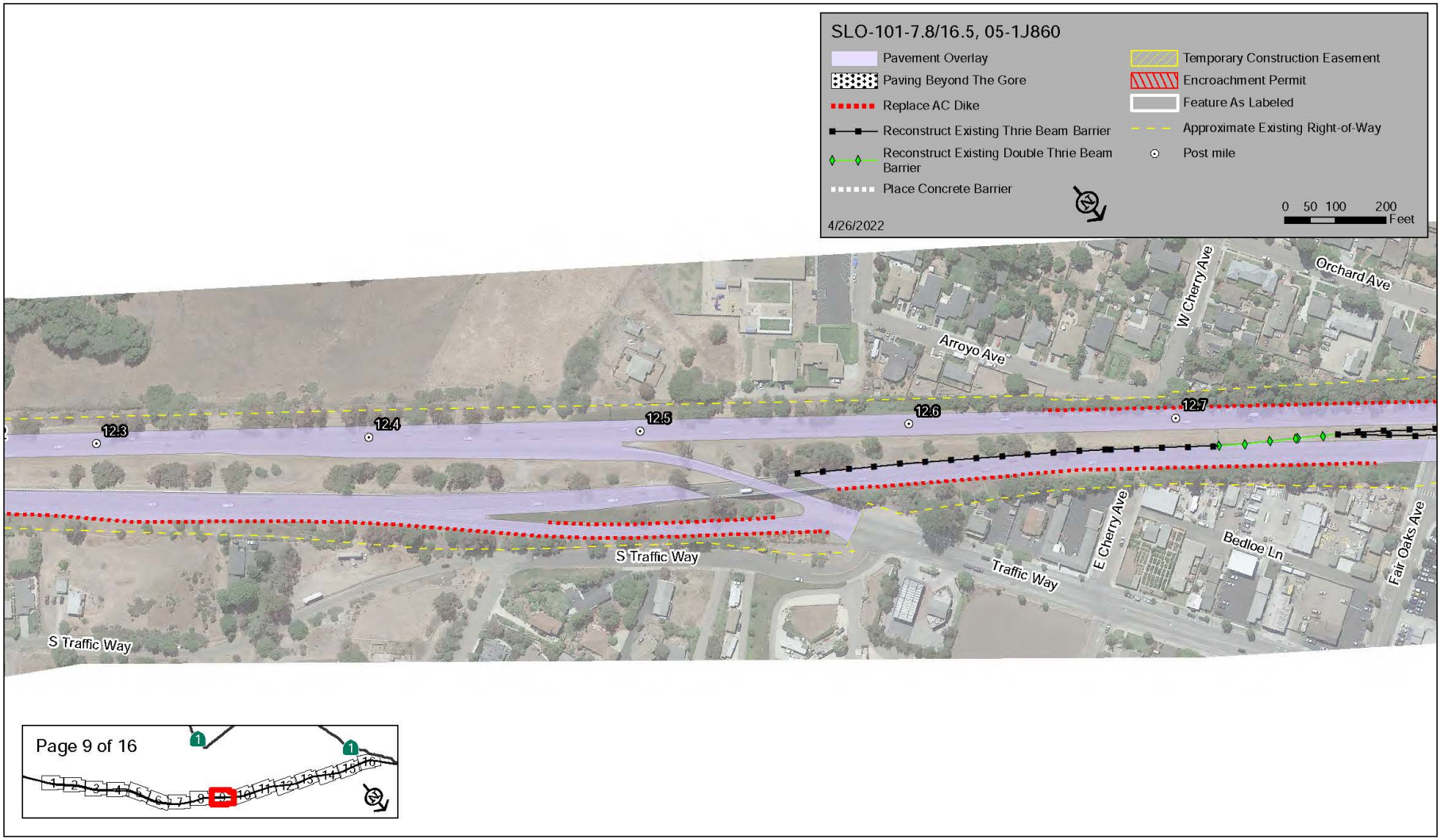
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200
Feet
11.2
11.3
11.4
11.5
11.6
Page 7 of 16


SB LANES (PM 11.92)
REMOVE 18" CSP. PLACE 18" PP AND
MINOR Conc BACKFILL BY CUT AND COVER.
INSTALL OUTLET FES AND RSP.
MEDIAN CROSSOVER AND
SURFACING PREVIOUSLY REMOVED
UNDER EA 05-1M2204.
RECONTOUR AND VEGETATE.
El Campo Rd
11.7
11.8
11.9
12
12.1
12.2
SLO-101-7.8/16.5, 05-1J860
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200
Feet
Page 8 of 16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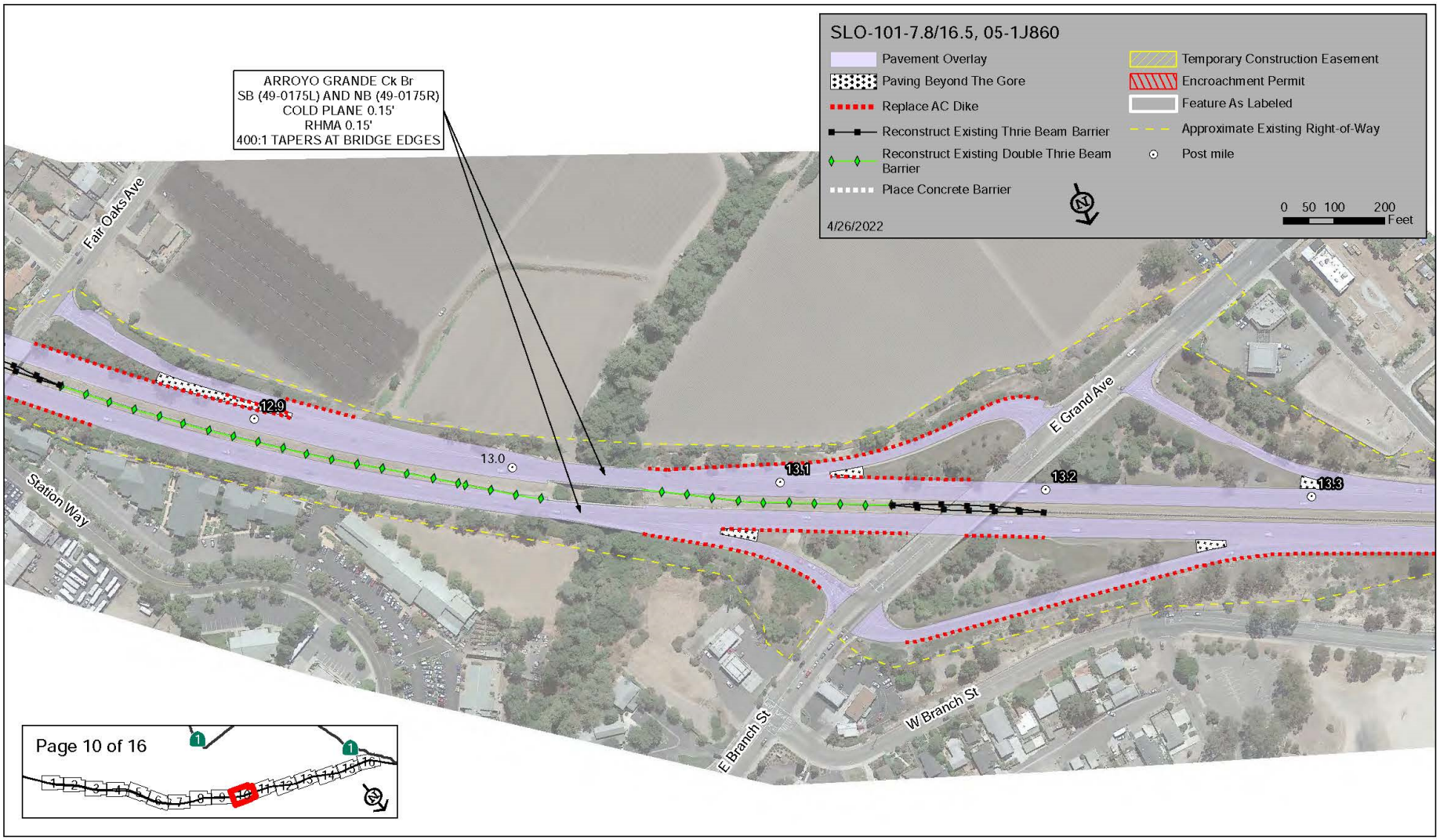
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200
Feet
12.3
12.4
12.5
12.6
12.7
Arroyo Ave
W Cherry Ave
Orchard Ave
S Traffic Way
Traffic Way
E Cherry Ave
Bedloe Ln
Fair Oaks Ave
S Traffic Way
Page 9 of 16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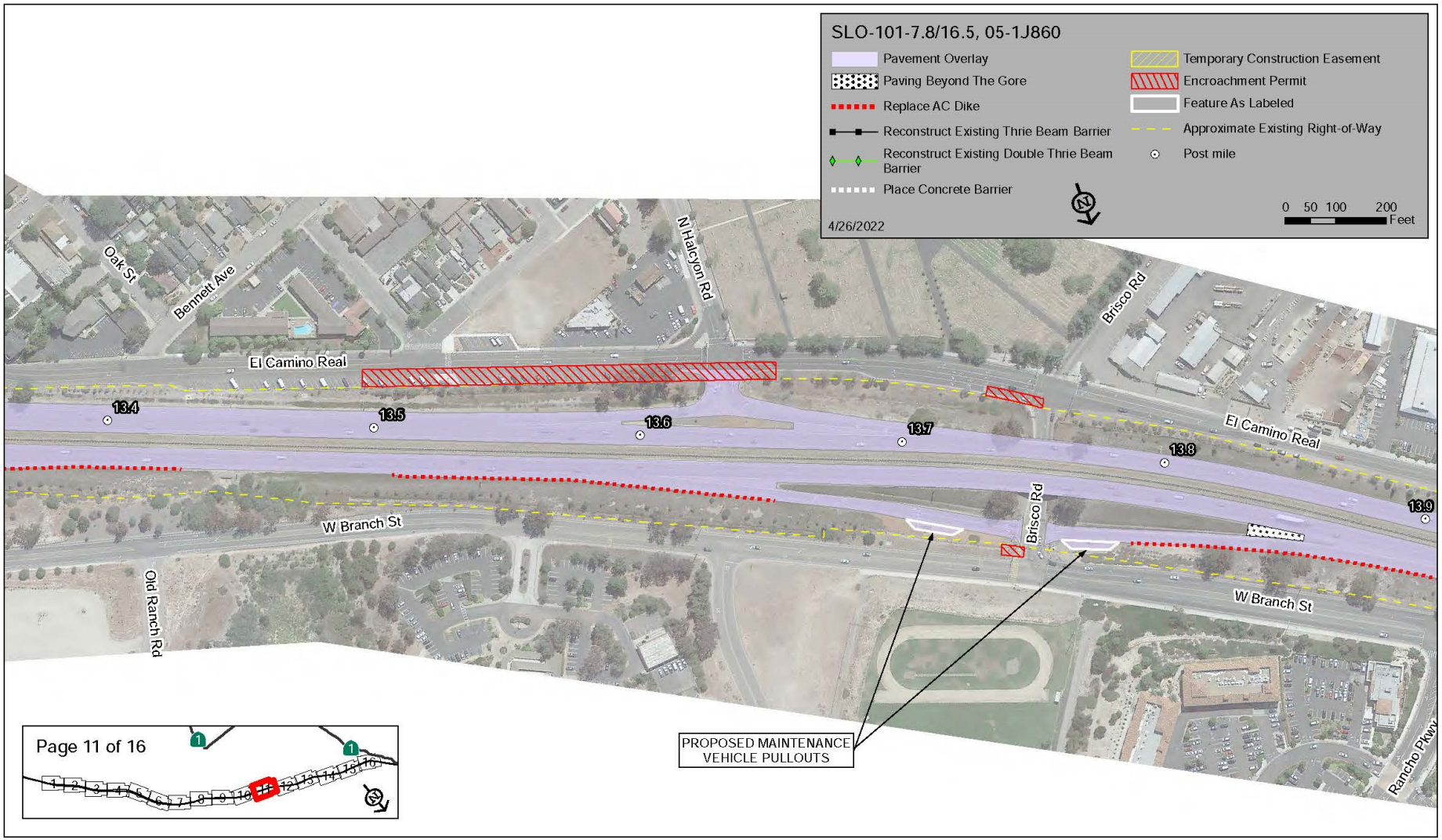
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200 Feet
ARROYO GRANDE Ck Br
SB (49-0175L) AND NB (49-0175R)
COLD PLANE 0.15'
RHMA 0.15'
400:1 TAPERS AT BRIDGE EDGES
Fair Oaks Ave
Station Way
E Grand Ave
W Branch St
E Branch St
12.9
13.0
13.1
13.2
13.3
Page 10 of 16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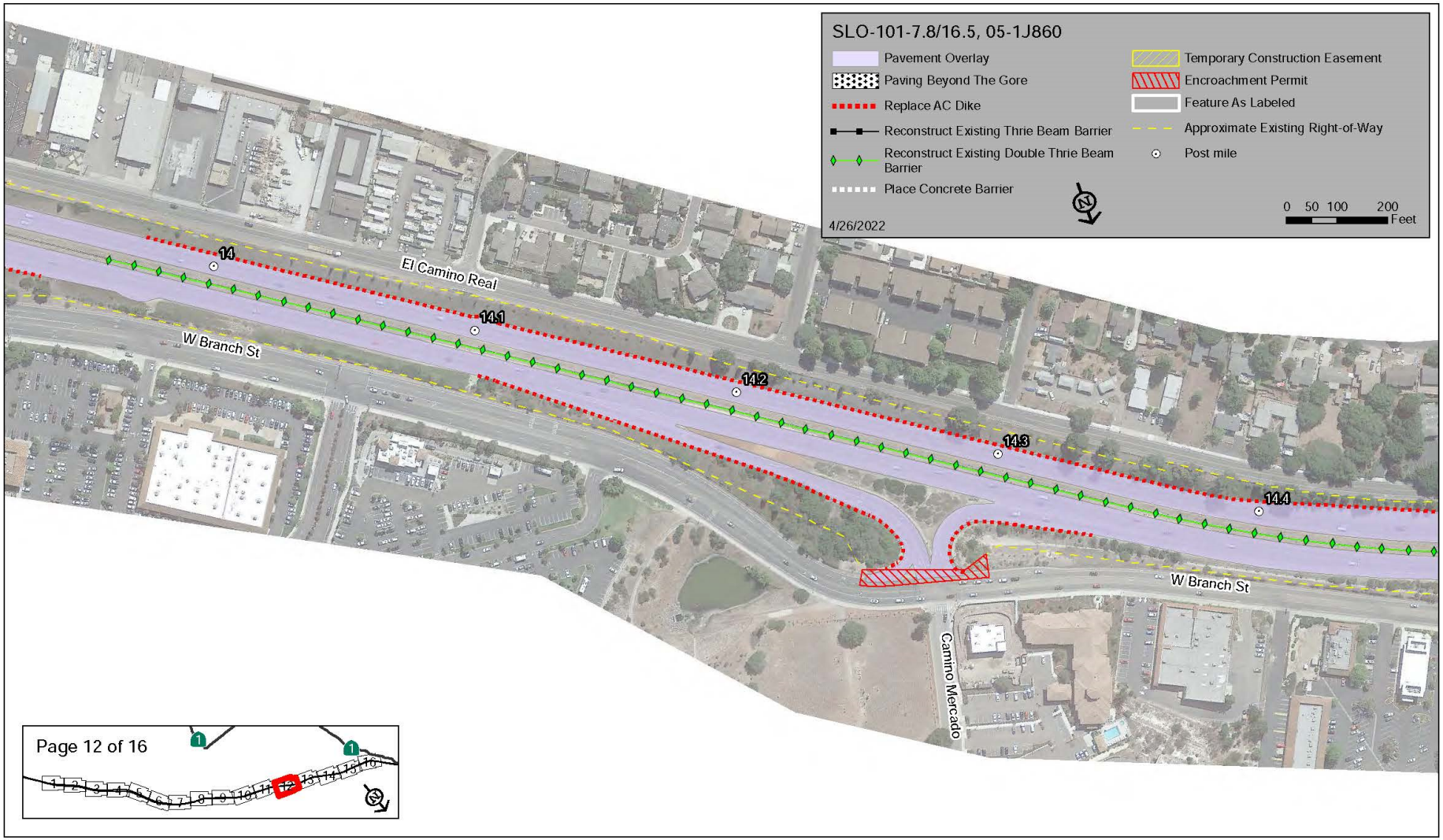
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200 Feet
Oak St
Bennett Ave
El Camino Real
N Halcyon Rd
Brisco Rd
13.4
13.5
13.6
13.7
13.8
13.9
W Branch St
Old Ranch Rd
Rancho Pkwy
PROPOSED MAINTENANCE VEHICLE PULLOUTS
Page 11 of 16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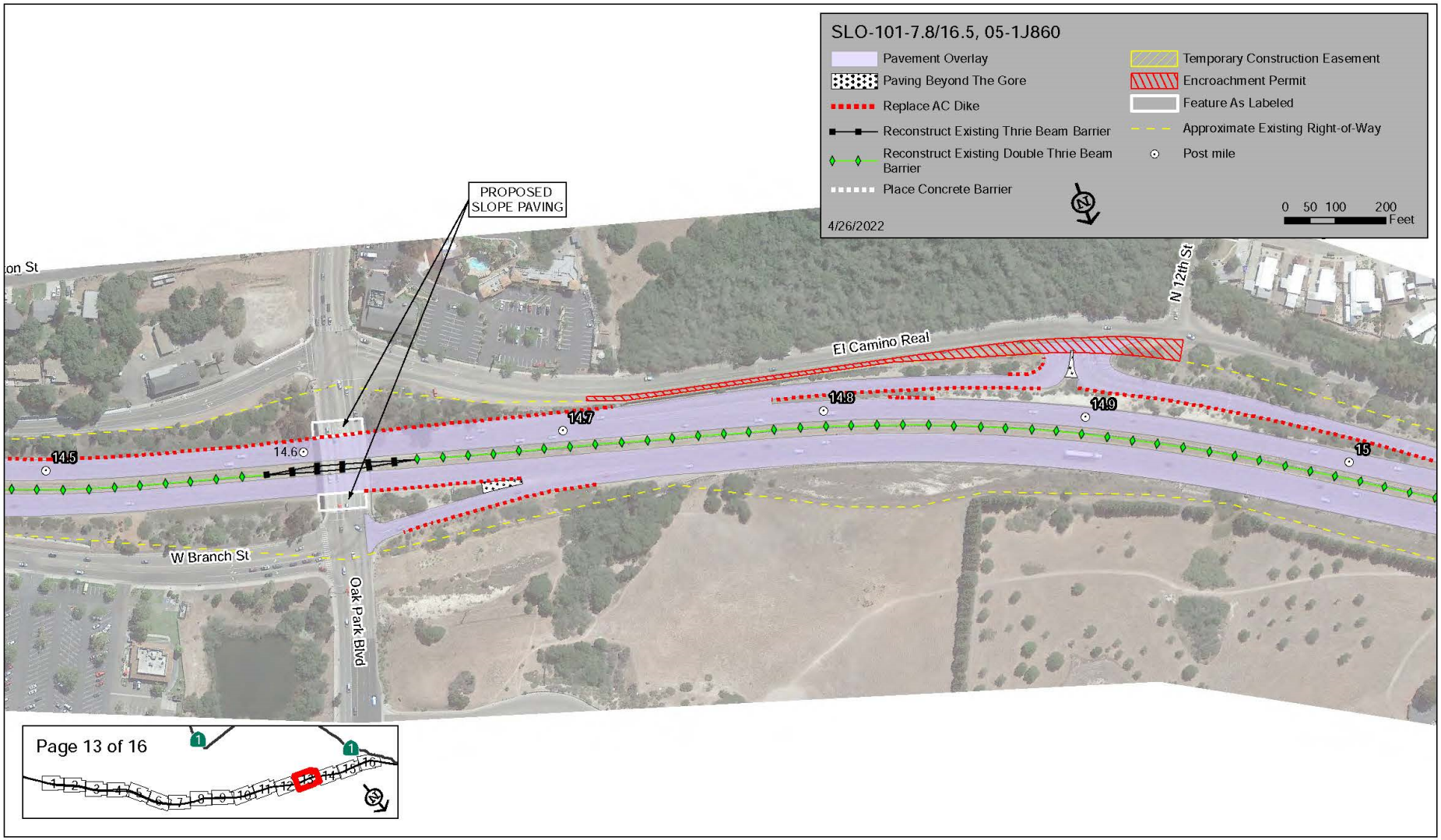
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200
Feet
14
14.1
14.2
14.3
14.4
El Camino Real
W Branch St
W Branch St
Camino Mercado
Page 12 of 16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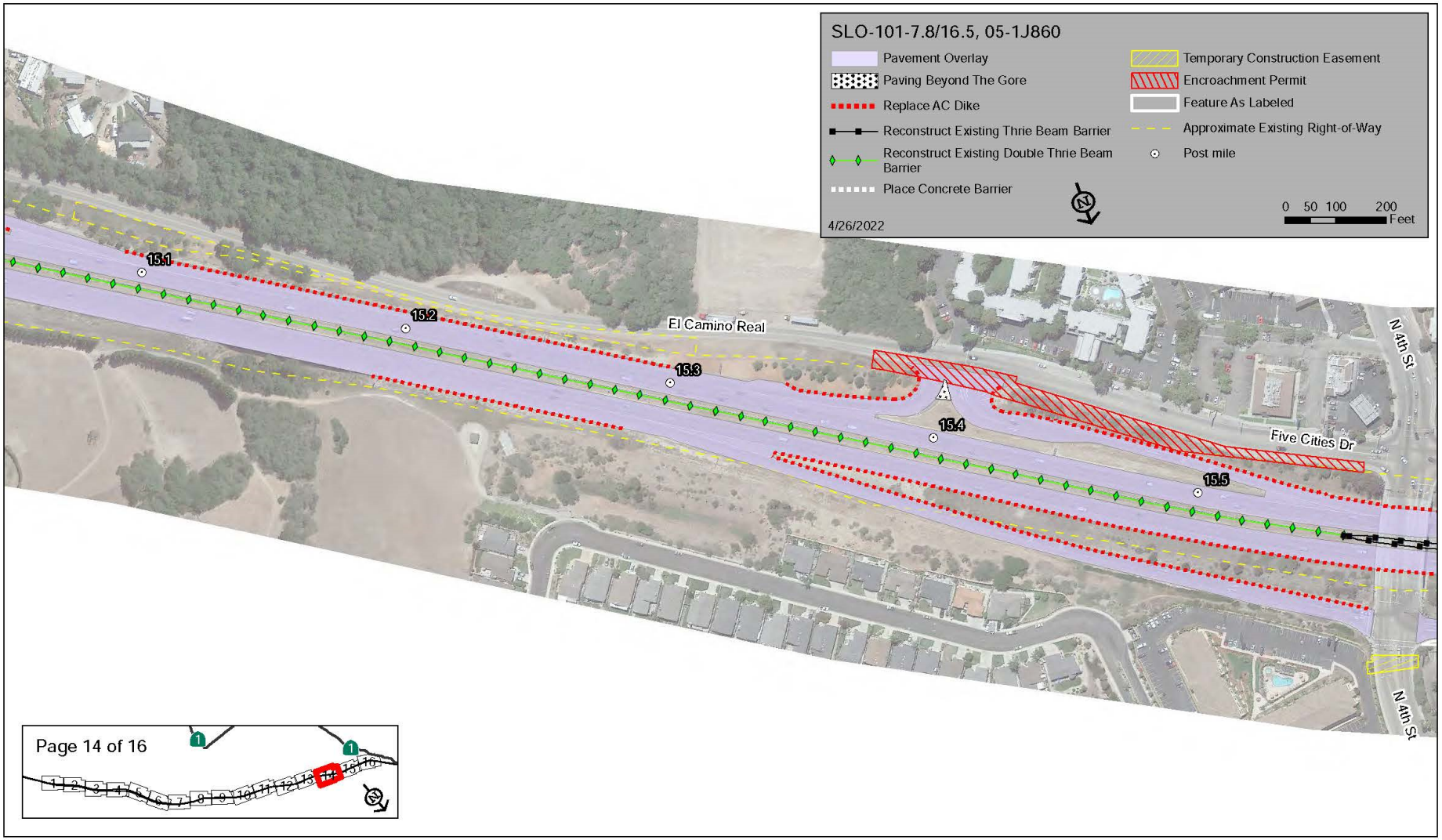
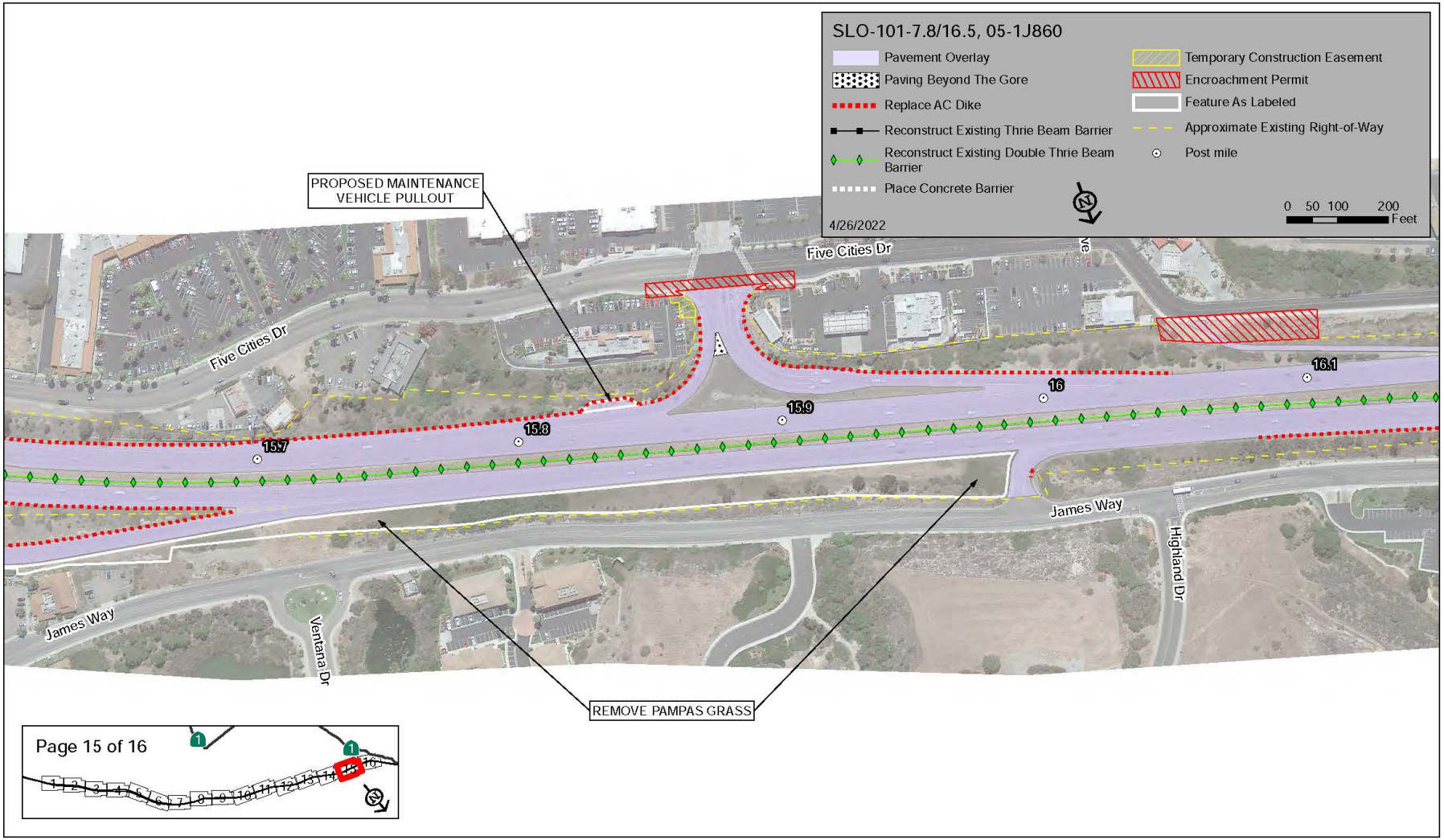
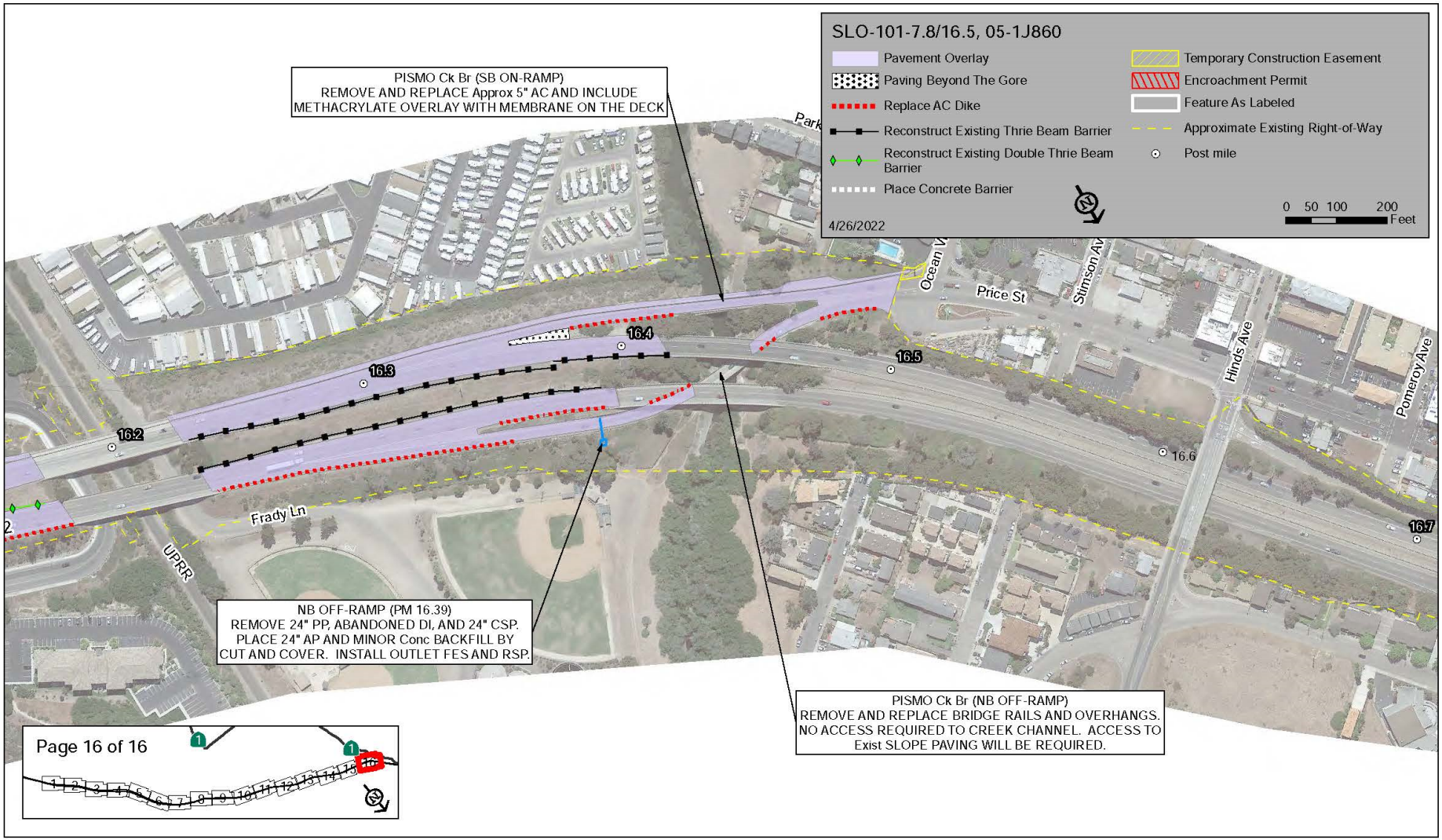
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
0 50 100 200 Feet
4/26/2022
PROPOSED SLOPE PAVING
El Camino Real
N 12th St
W Branch St
Oak Park Blvd
14.5
14.6
14.7
14.8
14.9
15
Page 13 of 16


SLO-101-7.8/16.5, 05-1J860
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200 Feet
15.1
15.2
15.3
15.4
15.5
El Camino Real
Five Cities Dr
N 4th St
N 4th St
Page 14 of 16


SLO-101-7.8/16.5, 05-1J860
Pavement Overlay
Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200
Feet
PROPOSED MAINTENANCE VEHICLE PULLOUT
Five Cities Dr
Five Cities Dr
15.7
15.8
15.9
16
16.1
James Way
James Way
Ventana Dr
Highland Dr
REMOVE PAMPAS GRASS
Page 15 of 16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Paving Beyond The Gore
Replace AC Dike
Reconstruct Existing Thrie Beam Barrier
Reconstruct Existing Double Thrie Beam Barrier
Place Concrete Barrier
Temporary Construction Easement
Encroachment Permit
Feature As Labeled
Approximate Existing Right-of-Way
Post mile
4/26/2022
0 50 100 200 Feet
PISMO Ck Br (SB ON-RAMP)
REMOVE AND REPLACE Approx 5" AC AND INCLUDE METHACRYLATE OVERLAY WITH MEMBRANE ON THE DECK
NB OFF-RAMP (PM 16.39)
REMOVE 24" PP, ABANDONED DI, AND 24" CSP.
PLACE 24" AP AND MINOR Conc BACKFILL BY CUT AND COVER. INSTALL OUTLET FES AND RSP.
PISMO Ck Br (NB OFF-RAMP)
REMOVE AND REPLACE BRIDGE RAILS AND OVERHANGS.
NO ACCESS REQUIRED TO CREEK CHANNEL. ACCESS TO Exist SLOPE PAVING WILL BE REQUIRED.
Price St
Stimson Ave
Hinds Ave
Pomeroy Ave
Frady Ln
UPRR
16.2
16.3
16.4
16.5
16.6
16.7
Page 16 of 16

Appendix C Coastal Policy Analysis

The project is within the coastal zone and, therefore, has the potential to affect resources protected by the Coastal Zone Management Act of 1972, the primary federal law enacted to preserve and protect coastal resources. The Coastal Zone Management Act sets up a program under which coastal states are encouraged to develop coastal zone management plans. States with an approved coastal zone management plan can review federal permits and activities to determine if they are consistent with the state's management plan.

California has developed the Coastal Zone Management Plan for the state and has enacted the California Coastal Act of 1976 to protect the state coastline. The policies established by the California Coastal Act are similar to those of the Coastal Zone Management Act: they include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of Environmentally Sensitive Areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal Coastal Zone Management Act delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments to enact their own local coastal programs. The project is subject to the City of Pismo Beach Local Coastal Program. Local coastal programs contain the ground rules for the development and protection of coastal resources in their jurisdiction, consistent with the goals of the California Coastal Act. A Federal Consistency Certification would be needed as well. The Federal Consistency Certification process would be initiated before the final environmental document and would be completed to the maximum extent possible during the National Environmental Policy Act process.

The City of Pismo Beach adopted the General Plan and Local Coastal Program in 1992 and was certified by the California Coastal Commission in 1993.

Coastal Policy Analysis

The following section includes a listing of relevant policies from Chapter 3 of the California Coastal Act (Resource Planning and Management Policies) and the City of Pismo Beach's Local Coastal Program General Plan. The general plan consists of 10 elements, including circulation, conservation/open space, design, facilities, growth management, housing, land use, noise, safety and parks, recreation, and access.

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

Visual and Scenic Resources

Relevant Policies

California Coastal Act, Chapter 3:

- 30251—Scenic and Visual Qualities

General Plan, Design Element:

- P-7 Visual Quality Is Important: The visual quality of the city's environment will be preserved and enhanced for the aesthetic enjoyment of both residents and visitors and the economic well-being of the community. Development of neighborhoods, streets, and individual properties should be pleasing to the eye, rich in variety, and harmonious with existing development. The feeling of being near the sea should be emphasized even when it is not visible. Designs reflective of a traditional California seaside community should be encouraged.

Consistency Analysis

The project includes upgrades to the existing facility. The scenic element of the highway and surrounding vistas will not be significantly impacted and will be consistent with the existing aesthetics.

Environmentally Sensitive Habitat Area

Relevant Policies

California Coastal Act, Chapter 3:

- 30240—Environmentally sensitive habitat areas; adjacent developments

General Plan, Conservation/Open Space Element:

- CO-13 Oak Tree Protection
- CO-14 Riparian Habitat
- CO-21 Pismo Creek Protection: Pismo Creek will be retained in its natural state and protected from significant alterations.

Consistency Analysis

Caltrans has identified where native oak trees occur and will establish tree protection zones around native oak trees. The project will avoid native oak tree removal.

Fencing will be used to avoid any potential impacts to environmentally sensitive areas. No work will take place in the creek; buffers consistent with the plan will be used.

List of Technical Studies Bound Separately (Volume 2)

Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memorandum, October 6, 2020

Climate Change Report, January 3, 2022

Cultural Resources Screened Undertaking Memorandum (not to be publicly shared), August 11, 2021

Hazardous Waste Initial Site Assessment, November 30, 2021

Natural Environment Study, October 25, 2021

Paleontological Identification Report, November 30, 2021

Visual Impact Assessment, September 7, 2021

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

Matt Fowler
District 5 Environmental Division
California Department of Transportation
50 Higuera Street, San Luis Obispo, California 93401

Or send your request via email to: matt.c.fowler@dot.ca.gov
Or call: 805-779-0793

Please provide the following information in your request:
Project title: SLO County Asset Management Improvements
General location information: On U.S. Route 101 in San Luis Obispo County between Nipomo and the City of Pismo Beach
District number-county code-route-post mile: 05-SLO-101-PM 7.8-16.5
Project ID Number: 0518000081