State Route 118 Weigh Station Project

VENTURA COUNTY, CALIFORNIA

DISTRICT 7-VEN-118 (PM 14.7/15.6)

EA: 35010 / EFIS: 0718000176

Initial Study with Proposed Negative Declaration

Prepared by the

State of California Department of Transportation

January 2024

Caltrans

THIS PAGE INTENTIONALLY LEFT BLANK

07-VEN-118-PM 14.7/15.6
EA: 35010
EFIS: 0718000176

State Route 118 Weigh Station Project

INITIAL STUDY
with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

Responsible Agency: California Transportation Commission

Kelly Ewing-Toledo

Kelly Ewing-Toledo
Deputy District Director
District 7, Division of Environmental Planning
California Department of Transportation

01/30/2024
Date of Approval

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

Susan Tse Koo, Senior Environmental Planner
Caltrans District 7
100 S. Main St., Ste. 100
Los Angeles, CA 90012
Susan.Tse@dot.ca.gov

THIS PAGE INTENTIONALLY LEFT BLANK

DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 07-VEN-118 PM 14.7/15.6

EA/Project Number: 35010/0718000176

Project Description

The California Department of Transportation (Caltrans) proposes to construct Commercial Vehicle Enforcement Facilities (CVEF) in the east bound direction of State Route 118 (SR-118), between Hitch Boulevard and 0.2 miles east of Montair Drive in the City of Moorpark in the County of Ventura. The CVEF will allow California Highway Patrol (CHP) to monitor truck flow, enhance transportation safety issues, and reduce highway cost maintenance associated with overloaded trucks.

Determination

An Initial Study has been prepared by Caltrans District 7. On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment:

Kelly Ewing-Toledo

Kelly Ewing-Toledo
Deputy District Director
California Department of Transportation

01/30/2024
Date

THIS PAGE INTENTIONALLY LEFT BLANK

Table of Contents

List of Figures

List of Tables

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to construct a Commercial Vehicle Enforcement Facility (CVEF) in the east bound direction of State Route 118 (SR-118), between Hitch Boulevard and Montair Drive in the City of Moorpark in the County of Ventura. The CVEF will allow California Highway Patrol (CHP) to monitor truck flow, enhance transportation safety issues, and reduce highway cost maintenance associated with overloaded trucks. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

Existing Facilities

SR-118 is an east/west corridor that provides scenic, commuter, and commercial travel through an urban and rural corridor. It has two distinguishable sections, which connect at the intersection with SR-23. The western section of SR-118 goes through rural areas of Ventura County with farmland on both sides of the highway. SR-118 begins at an intersection with SR-126 in the City of Ventura at Wells Road and heads southeast, crossing the Santa Clara River at Los Angeles Avenue and intersecting SR-23 to unincorporated Ventura County. The highway continues southeast before intersecting Santa Clara Avenue, where Los Angeles Avenue turns east and passes north of Camarillo. The highway continues into the City of Moorpark, where it intersects SR-23 and runs concurrently.

The project site is a two-lane highway located west of the City of Moorpark in an unincorporated area of Ventura County. On both sides along SR-118, the area is used for agricultural purposes. Union Pacific Railroad (UPRR) is also located parallel to the highway.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to enhance enforcement capability to prevent illegal loads on this route by providing a new vehicle inspection facility.

With the proposed weigh station, the CHP would be able to inspect the volume of trucks traversing this region more efficiently and effectively and help fulfill the following goals:

- Enhance transportation safety on SR-118 by monitoring any unsafe trucks.
- Reduce costs associated with the highway maintenance and rehabilitation.
- Reduce the disproportionate percentage of by-pass truck traffic on SR-118.

1.2.2 Need

CHP reported that the City of Moorpark has disproportionately high numbers of large truck traffic traversing the highway. Many of these trucks are overweight and driving around with major mechanical issues which put the public's safety at risk.

The two existing mini sites located in this stretch are utilized for inspecting and enforcing the commercial trucks traveling from SR-210 to US-101 through SR-118 extending beyond to the Santa Barbara region, but do not have the capacity to handle the current truck volume. Local agencies are concerned that trucks may be bypassing the permanent weigh stations, located along US-101 (Conejo Pass, between SR-34 and SR-23), by using SR-118 as an alternative route.

1.3 Project Description

Caltrans proposes to construct Commercial Vehicle Enforcement Facilities (CVEF) in the east bound direction of SR-118, between Hitch Boulevard and Montair Drive in the City of Moorpark in the County of Ventura.

Figure 1: Project Vicinity Map

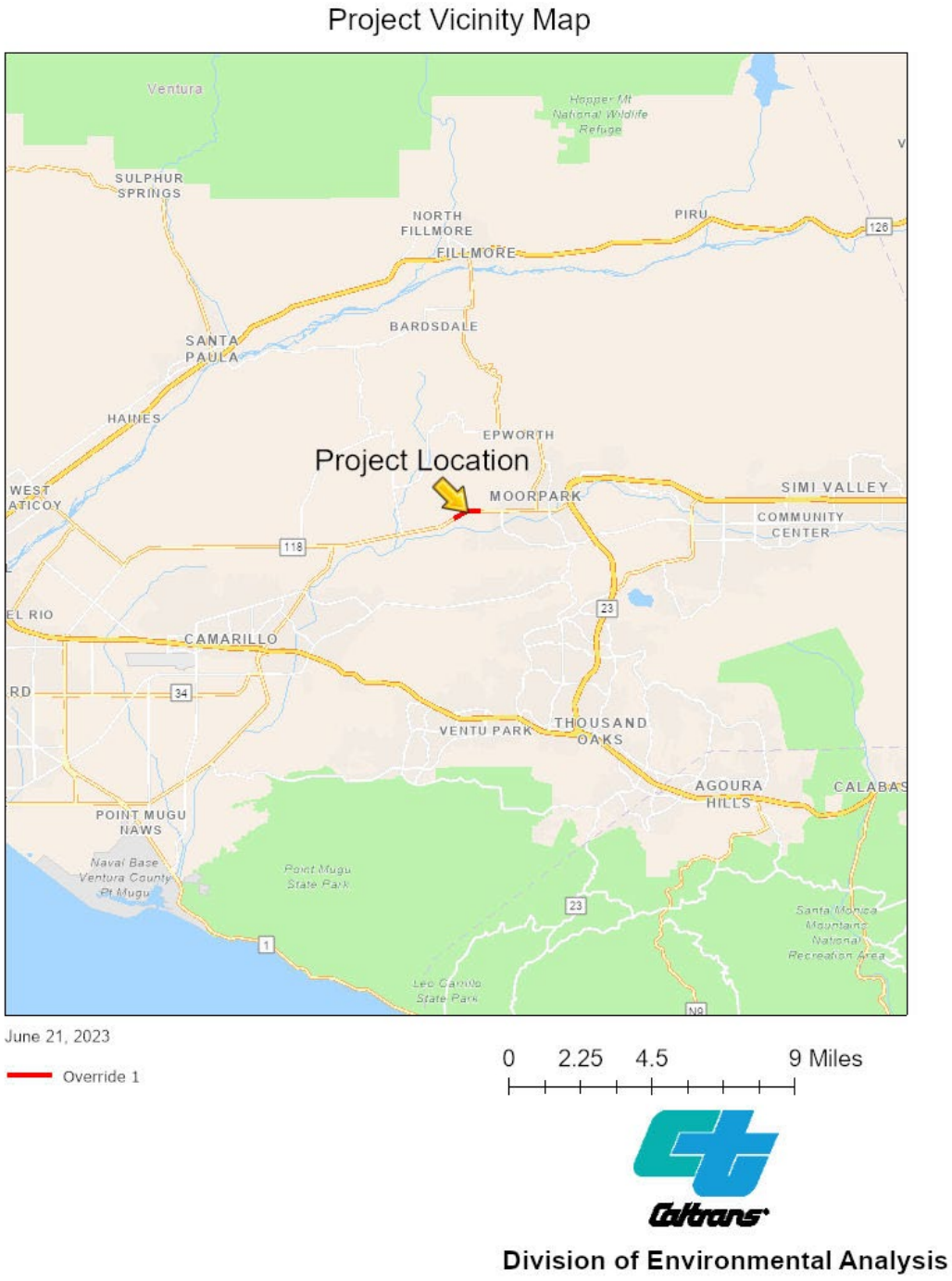


Figure 2: Project Location Map

1.4 Project Alternatives

1.4.1 Build Alternative 1

The proposed Build Alternative includes a Class D CVEF with additional truck parking behind the facility and truck inspection canopy. In addition, the proposed alternative includes the following work:

- New off-ramp to CVEF and on-ramp onto eastbound SR-118
- Shoulder widening from 4 feet to 8 feet (on the side of the CVEF only) between Hitch Boulevard and Montair Drive
- Protective concrete barrier between the travel lane and the facility
- Auto-lane closure system
- Weigh-in-Motion (WIM) on the mainline

- CHP building structures and equipment for CHP field inspection
- Truck inspection/turn lanes to provide off-highway access for trucks and personnel vehicles
- Lighting in the inspection and out-of-service area

1.4.2 No-Build (No-Action) Alternative 2

The No-Build Alternative would involve no action and there will be no changes made to the existing condition of SR-118. Trucks would continue to bypass the permanent weigh stations located on US-101 Conejo Pass (located on US-101 between SR-34 and SR-23), and use SR-118 as an alternative route, which will compromise traffic and roadway conditions.

1.5 Discussion of the NEPA Categorical Exclusion

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

1.6 Permits and Approvals Needed

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

Table 1: Permits and Approvals

Agency	Permit/Approval	Status
Natural Resources Conservation Service	Form AD-1006	Complete
California Transportation Commission	CTC vote to approve funds	Following approval of the Final Environmental Document, the CTC will be required to vote to approve funding for the project.

THIS PAGE INTENTIONALLY LEFT BLANK

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 Questionnaire dated March 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

Affected Environment

State Route 118 (SR-118) stretches from the City of Moorpark in Ventura County to the neighborhood of Los Angeles in the San Fernando Valley. The visual character of SR-118 can vary along its route, offering diverse landscapes and surroundings. Within the project area, the highway passes through agricultural areas. Drivers will see farmlands, orchards, and open fields.

CEQA Significance Determinations

a) Have a substantial adverse effect on a scenic vista?

No Impact – SR-118, from SR-126 in Saticoy to the intersection with SR-23 in Moorpark, is not designated as a Scenic Highway. There are no scenic vistas within this stretch of road that would be affected by the proposed project.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact – No scenic resources are located within the project area.

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 – Construction of a new weigh station will change the view of the site. However, this change is not substantial to degrade the existing visual character of the surroundings.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact – The weigh station will include new lighting but will not be substantial to affect day or nighttime views in the area.

2.1.2 Agriculture and Forestry Resources

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

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

Affected Environment

As shown in Figure 3, the project site is surrounded by agricultural land designated as “Prime Farmland” and “Unique Farmland”. However, the proposed project is not located on farmland protected by the Williamson Act (Figure 4).

Figure 3: California Department of Conservation (CDOC) Farmland Designations

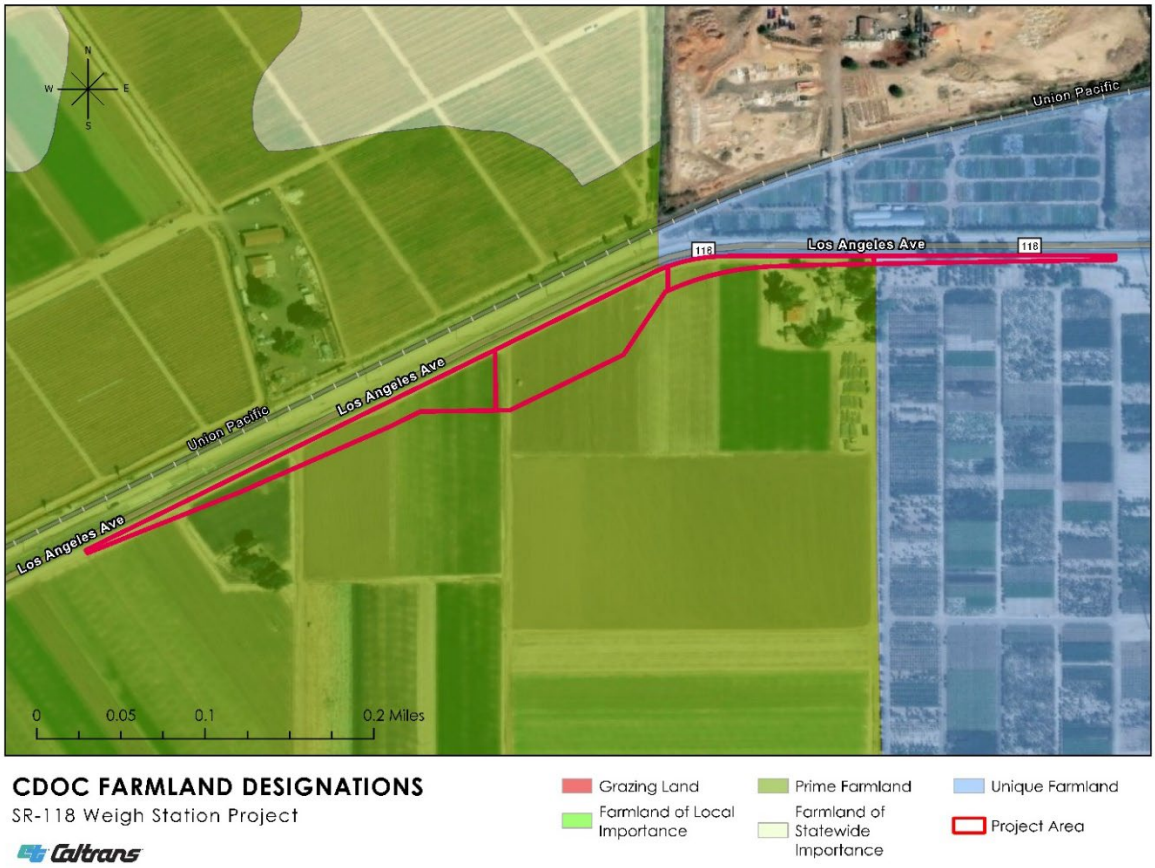
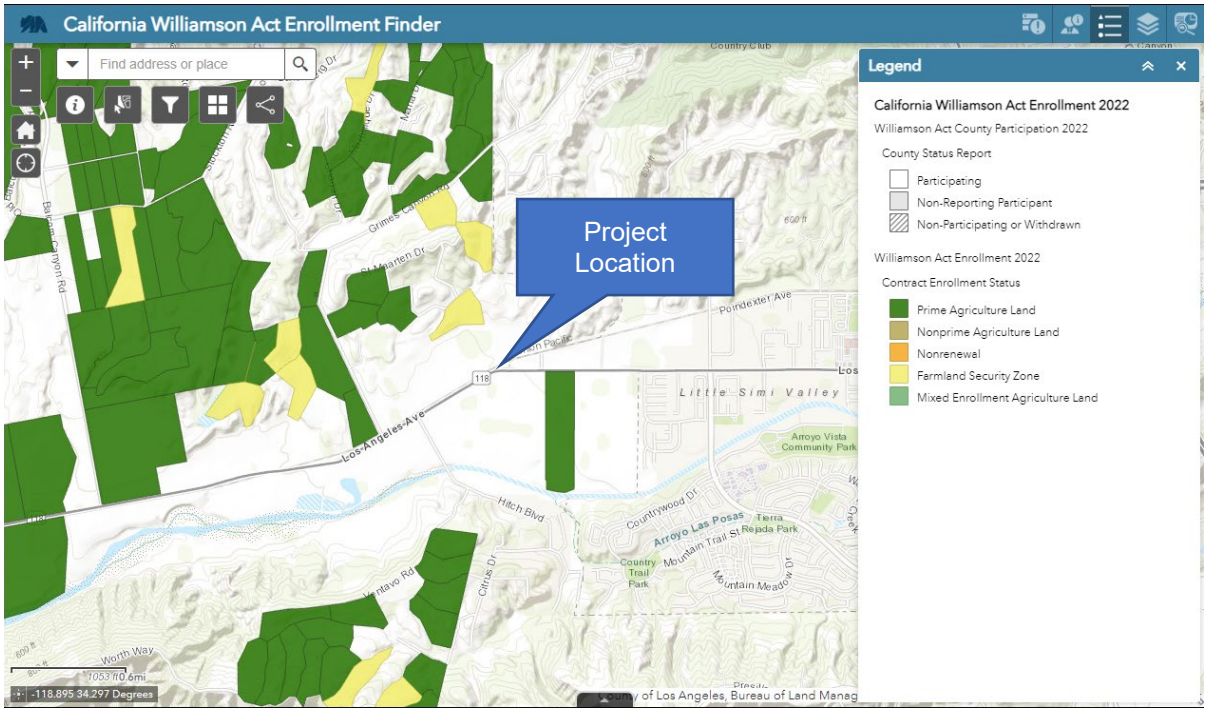


Figure 4: Williamson Act Lands



Lands designated as Prime Farmland have the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for production of irrigated crops at some time during the four years prior to the mapping date.

Lands designated as Unique Farmland is described as having lesser quality soils used to produce the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Lands protected by the Williamson Act, commonly known as The California Land Conservation Act of 1965, deter the early conversion of agricultural and open space lands through incentives such as reduced property taxes. If a landowner is under a Williamson Act contract, they voluntarily restrict the uses of agricultural and open space lands to farming and ranching uses during the duration of the contract period (10-year minimum).

Farmland need not be considered "prime" in order to be placed under provisions of the Williamson Act. All lands defined by the state as "prime farmland," "other than prime farmland," and "open space land" are eligible for coverage by a Williamson Act contract. Land other than prime farmland and open space land can be placed under contract if the lands are located in an area designated by the county or city as an agricultural preserve. The California Department of Conservation (DOC)

estimates that more than half of the state's irrigated (mostly prime) farmland is protected by the act.

CEQA Significance Determinations

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less Than Significant Impact – The proposed project would convert approximately 4.4 acres of Prime and Unique Farmland to transportation infrastructure. According to the Ventura County Initial Study Assessment Guidelines (ISAG)[1] Significance Criteria for Agriculture Impacts, the farmland conversion would be less than the threshold of significance criteria. Refer to Table 2.

Table 2: Total Farmland Impacts (Acres) and Significance Criteria

Farmland Classification	Permanent Farmland Impact (Acres)	Ventura County Threshold of Significance Criteria (Acres)
Prime/Statewide	4.1	5
Unique	0.28	10
Local	0	15

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact – The proposed project will convert an area zoned for agricultural use into transportation facility. However, the farmland conversion is not considered significant and would not conflict with existing zoning for agricultural use. In accordance with the Farmland Protection Policy Act, form AD-1006 has been completed and processed with the Natural Resources Conservation Service (NRCS) and included in Attachment B.

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 – There are no forest lands or timberlands in the area that could be impacted by the proposed project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

[1] https://docs.vcrma.org/images/pdf/planning/ceqa/current_ISAG.pdf

No Impact - There are no forest lands in the area that could be impacted by the proposed project.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?

Less Than Significant Impact – See response a.

Avoidance, Minimization, and/or Mitigation Measures

The proposed project would involve acquisition of property to convert the existing farmland into transportation use for the proposed weigh station. To minimize potential economic impacts to the landowner resulting from property acquisition, Caltrans must undergo the right-of-way acquisition process and follow the steps outlined in the Caltrans Right-of-Way Manual (https://dot.ca.gov/programs/right-of-way/right-of-way-manual).

The right-of-way acquisition process would occur in the project Design phase, and would involve the following steps:

1. Property Identification: Caltrans determines which properties are needed for the project. This may involve land surveys and assessments.
2. Appraisal: A professional appraiser assesses the value of the properties to be acquired. This valuation is based on factors like property size, location, and market conditions.
3. Offer: Caltrans makes an offer to the property owner based on the appraised value. This offer includes compensation for the property and any relocation expenses if the owner needs to move.
4. Negotiation: Caltrans and the property owner may negotiate the terms of the offer until both parties agree on a fair price.
5. Relocation Assistance: If the property owner needs to move, Caltrans provides assistance with finding a new place to live or work, as well as financial support for moving expenses.
6. Acquisition: Once an agreement is reached, Caltrans acquires the property, usually through a legal process. The property owner is compensated according to the agreed-upon terms.

Minimization F-1: During the project Design and Right-of-Way Phases, the Caltrans Division of Right-of-Way shall follow the Caltrans Right of Way Manual and will work with property owners impacted by the project to ensure just compensation from property acquisition.

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. For CEQA analyses, impacts from the future Build scenarios are compared to those from the Baseline (existing conditions).

Considering the information in the Air Quality Report dated October 2023, the following significance determinations have been made:

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

Affected Environment

The proposed project is located within the South-Central Coast Air Basin (SCCAB), which includes Ventura, San Luis Obispo, and Santa Barbara Counties. Air quality regulation in the SCCAB is administered by the Ventura County Air Pollution Control District (VCAPCD).

CEQA Significance Determinations

No Impact – The proposed project is not a capacity-increasing transportation project and would not conflict with or obstruct implementation of the Air Quality Management Plan, result in a cumulative considerable net increase of any criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions leading to odors. A radius of 500 feet around the project area was surveyed for sensitive receptors, and none were identified within this range. Land use around the project area is mostly agricultural with a landscaping supply store, manufacturer, and farm identifiable within roughly 500 feet. Residential neighborhoods are located farther to the south and east, but well outside the 500-foot range.

Construction air quality impacts would be short-term in duration and would not result in long-term adverse conditions. Implementation of standard air quality minimization measures AQ-1 through AQ-13 will minimize any potential air quality impacts during construction to the maximum extent feasible.

Avoidance, Minimization, and/or Mitigation Measures

Implementation of the following measures, some of which may also be required for other purposes such as storm water pollution control, will reduce air quality impacts resulting from construction activities. Please note that although these measures are anticipated to reduce construction-related emissions, these reductions cannot be quantified at this time.

Minimization AQ-1: The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023). This standard specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. A nonstandard special provision (NSSP) 14-9.05 shall be included in the Project Specifications package to mandate contractors to be responsible for complying with all rules and regulations implemented by air districts.

Minimization AQ-2: Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the right-of-way line depending on local regulations.

Minimization AQ-3: Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.

Minimization AQ-4: Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.

Minimization AQ-5: Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114.

Minimization AQ-6: A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

Avoidance AQ-7: Equipment and materials storage sites will be located as far away from residential, and park uses as practicable. Construction areas will be kept clean and orderly.

Avoidance AQ-8: Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.

Minimization AQ-9: Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.

Minimization AQ-10: All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.

Minimization AQ-11: Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.

Minimization AQ-12: To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

Minimization AQ-13: Mulch will be installed, or vegetation planted as soon as practical after grading to reduce windblown PM in the area.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study, Minimal Impacts (NESMI) dated July 20, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	**No Impact**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	**No Impact**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**No Impact**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**No Impact**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**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 project study area consists entirely of agricultural areas with open space where animals may cross during periods of time. The urbanized and developed areas are beyond the project vicinity including the project highway, local streets, and extensive residential and industrial developments. The general topography in the study area is flat and level to the highway.

No native vegetation communities have been observed in the project location. The current site conditions do not provide suitable habitat for sensitive biological resources. Plant species observed at the proposed station location include Mexican fan palm (*Washingtonia robusta*) and short pod mustard (*Hirschfeldia incana*).

CEQA Significance Determinations

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?

No Impact – The current site conditions do not provide suitable habitat for any listed species identified as candidate, sensitive, or special-status. The project study area consists entirely of developed agricultural areas with open space. Measures BIO-5 and BIO-6 will be implemented as part of the project to ensure no invasive species are planted and to potentially improve habitat for pollinator species.

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?

No Impact – There is no riparian habitat or other sensitive natural community identified in the project area.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact – No federally protected wetlands are found in the project area.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact – Due to the project type, the proposed project will not increase the volume of traffic or increase vehicle speeds that could interrupt habitat connectivity.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact – The proposed project may involve tree removal during project construction. Trees surveyed in the project area are non-native/ornamental and are not considered protected under the County of Ventura Tree Protection Ordinance. To minimize impacts to potential bird nesting and foraging habitat, Caltrans will incorporate avoidance and minimization measures (BIO-1 and BIO-4).

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 – No native habitats were observed in the project study area. Therefore, the proposed project will not conflict with any Habitat/Natural Community Conservation Plan.

Avoidance and Minimization Measures

Avoidance BIO-1: The disturbance of tree root zones and removal of whole trees will be avoided to the maximum extent feasible. The resident engineer, contractor, and project biologist will coordinate during project construction to minimize the disturbance area to the maximum extent feasible.

Minimization BIO-2: The Caltrans Environmental Division will review the plans, specifications, and estimates to ensure that the final project scope and design are consistent with this environmental document and the NESMI. Likewise, Caltrans Environmental will attend the pre-construction meeting to ensure implementation and compliance with the necessary avoidance and minimization measures.

Minimization BIO-3: Caltrans standard construction Best Management Practices (BMPs) will be implemented, which include erosion and litter control to prevent unanticipated effects from occurring to biological resources.

Avoidance BIO-4: Impacts to nesting birds shall be avoided by scheduling construction outside of the nesting bird season, which is February 1st – September 1st. If the project is scheduled during the nesting bird season, then the Nesting Bird Pre-Construction surveys will be conducted to avoid “taking” migratory birds. The nesting bird surveys will consist of a qualified biologist performing surveys no later than three days before the scheduled initiation of vegetation removal. If active nesting songbirds are observed within the trees to be removed, then the biologist will establish a no-work buffer around the nest until the fledglings are independent. The typical buffer is 150 feet away from the nest for songbirds and other non-raptors and 500 feet for raptors. If there is a lapse of three days or more after the initial survey,

then the vegetation to be removed will need to be surveyed again. Caltrans will contact the California Department of Fish and Wildlife to verify the appropriate buffers and avoidance protocol for active nests.

Avoidance BIO-5: Caltrans will ensure that no invasive species are planted.

Minimization BIO-6: The Caltrans Division of Landscape Architecture shall be encouraged to include plant materials that are useful and provide nectar and shelter for Monarch butterflies and other native pollinating insects. The Caltrans Biological Unit will coordinate with the Division of Landscape Architecture to provide a plant palette of regionally appropriate native species to be planted as part of the project design.

2.1.5 Cultural Resources

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

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

a – c) No Impact – No cultural resources are present within the Area of Potential Effect (APE). Therefore, the proposed project would not cause a substantial adverse change in historical or archaeological resources and would not disturb any human remains.

2.1.6 Energy

Considering the information in the Energy Analysis Technical Memorandum dated September 2023 the following significance determinations have been made:

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

Affected Environment

The energy analysis is based on evaluation of direct and indirect energy consumptions related to the proposed project. Direct energy consumption is comprised of the energy consumed by vehicle and equipment during construction and by on-road mobile sources following completion of the project. Indirect energy consumption comprises of the energy consumed in the course of maintaining the proposed facility as well as maintenance of the vehicles in operation within the project limits.

CEQA Significance Determinations

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less Than Significant Impact – Project construction would consume fuels such as diesel, gasoline, and electricity while operating a variety of construction vehicles, equipment, and tools, including heavy-duty trucks, delivery or hauling trucks, passenger vehicles by workers, and portable or stationary tools. Based on analyses, construction of the proposed project is anticipated to consume 4,362 million British Thermal Units (MBTU) from the use of those fuels when contractors are not required to utilize Tier 4 diesel engines in off-road vehicles. However, energy usage from construction activities is not considered significant and would be temporary in nature.

Because the Build Alternative is not anticipated to affect vehicle miles traveled (VMT), no change in direct energy consumption from mobile sources is anticipated. Similarly, no change to indirect energy consumption is anticipated.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact - The proposed project is not anticipated to conflict with any state or local plan for renewable energy or energy efficiency. In an effort to improve sustainability and energy efficiency, implementation of measures GHG-12 through 14 as project design features will ensure the new weigh station building does not contribute to inefficient energy consumption.

Avoidance, Minimization, and/or Mitigation Measures

Minimization GHG-12: Install solar power source to supply power to highway facility components or buildings.

Minimization GHG-13: Maximize use of solar cells for point-of-use energy source. Give consideration to compatibility with existing structures.

Minimization GHG-14: Installation of zero-emission vehicle (ZEV) infrastructure (e.g. electric vehicle charging stations).

2.1.7 Geology and Soils

Following coordination with the Caltrans Geotechnical Design unit, 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?	**Less Than Significant Impact**
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	**No Impact**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**No Impact**

CEQA Significance Determinations

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 – The proposed project is not located within an active earthquake fault zone. (AP 1999). The Simi-Santa Rosa Fault Zone is located approximately 2 miles south of the project site (Ven-118 PM 15.3).

> *ii) Strong seismic ground shaking?*

No Impact – The proposed project would be built to current seismic design standards and would not amplify potential seismic ground shaking.

> *iii) Seismic-related ground failure, including liquefaction?*

No Impact – The project site is located within a liquefaction zone (CGS Moorpark Quadrangle EZRIM). However, the historic high groundwater is 20 feet below-ground-surface (bgs). The assumed groundwater level is at 25 feet and is not expected to impact the project.

> *iv) Landslides?*

No Impact – The project site is on level ground and is not located in an Earthquake-Induced Landslide Zone.

b) Result in substantial soil erosion or the loss of topsoil?

No Impact – The proposed project would not result in substantial soil erosion or the loss of topsoil. Per the soil survey data, soils appear to be primarily classified as a NRCS Hydrologic Soil Group A to B. These soil groups have a moderate to high infiltration rate even when thoroughly wet and a runoff class of low to negligible. Construction of the weigh station is not anticipated to divert a substantial amount of soil outside of the project area.

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?

Less Than Significant Impact – The project site is located on Alluvium Soil (Qa). As mentioned previously, the proposed project is on a relatively flat site, located in a liquefaction zone and not in a landslide zone. However, the risk for liquefaction is low to none, due to the assumed depth of groundwater at approximately 25 feet bgs.

Additional subsurface exploration to accurately determine groundwater levels will be conducted in the later Design phase of the project.

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 – Based on previously collected data at Ven-118 PM 14.53, the upper 5 feet of soil is assumed to be fine to medium-grained sand with clay lenses. Therefore, it is assumed the Expansion Index is low to very low, which would not pose a substantial risk to life or property. Additional subsurface explorations will be conducted in the later Design phase of the project.

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 waste water?

No Impact – Soils in the project area are capable of adequately supporting use of septic tanks or alternative wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact – No known paleontological resource/site or unique geologic feature were found for the project site.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Air Quality Report dated October 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**No 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

Please refer to the Climate Change chapter for additional information pertaining to greenhouse gas emissions.

CEQA Significance Determinations

No Impact – While the project would result in increased GHG emissions during construction, emissions would not be to a level that would be considered significant. It is also anticipated that the project would not result in any increase in operational GHG emissions, and therefore would not conflict with applicable plans, policies, or regulations for reducing greenhouse gases. GHG emissions shall be minimized to the extent feasible with the implementation of construction GHG-reduction measures.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will also be implemented as part of the proposed project to reduce GHG emissions and potential climate change impacts from the project.

In addition to the air quality minimization measures (AQ-1 to AQ-13) outlined in the Air Quality section in Chapter 2, the following GHG reduction measures shall be implemented as needed to minimize GHG emissions during project construction.

Minimization GHG-1: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

Minimization GHG-2: Schedule truck trips outside of peak morning and evening commute hours.

Minimization GHG-3: If a lane closure is required, schedule longer-duration lane closures to reduce number of equipment mobilization efforts.

Minimization GHG-4: For improved fuel efficiency from construction equipment:

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

Minimization GHG-5: Use alternative fuels such as renewable diesel for construction equipment.

Minimization GHG-6: Use solar-powered construction equipment.

Minimization GHG-7: Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.

Minimization GHG-8: Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction.

Minimization GHG-9: Maximize use of recycled material.

Minimization GHG-10: Reduce construction waste. For example, reuse or recycle construction and demolition waste.

Minimization GHG-11: Use recycled water or reduce consumption of potable water for construction.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Assessment dated October 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**No Impact**
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**Less Than Significant Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	**No Impact**
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**No Impact**
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?	**No Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

Affected Environment

The project area has potential occurrence of the following hazardous waste/materials of concern.

Aerially Deposited Lead (ADL) – ADL contamination is generally found in unpaved soil due to historical use of lead containing fuel.

Pesticide Residue in Soil – Agricultural land in the project area may contain pesticide residue from historical use of pesticides for farming activity.

Pipelines – An out of service but not decommissioned crude oil pipeline runs parallel to eastbound SR-118 through the project area. The pipeline is owned by Crimson Pipeline LP. Crude oil may have leaked from the pipeline and will need to be investigated prior to land acquisition.

CEQA Significance Determinations

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact – The Build Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The implementation of the Build Alternative could be expected to improve the safety service level of truck traffic within the project limits. In addition, transport of hazardous materials is subject to strict regulation. Caltrans, the California Highway Patrol, and local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads, which further reduces impacts. For these reasons, operation of the Build Alternative would not result in a significant permanent impact related to transport or upset of hazardous waste and materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact – There is a potential for exposure to general hazardous waste/materials of concern during construction. Soil excavation and earth-moving activities associated with the proposed project could expose workers to contaminants associated with ADL, pesticide residue, and crude oil. Any potential exposure to hazardous waste/materials will be minimized to the maximum extent feasible through the incorporation of Caltrans Standard Specifications & Procedures and avoidance and minimization measures.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact - The proposed project is not located within one-quarter mile of an existing or proposed school.

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 – The proposed project is not located on a site which is included on a hazardous materials site pursuant to Government Code Section 65962.5.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact – The proposed project is not located within an airport land use plan or within two miles of a public airport.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact – The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact - The proposed project is partially located (PM 15.3 to 15.8) along an area with Moderate Wildlife Exposure for the years 2025, 2055, and 2085 for Representative Concentration Pathways (RCPs) 4.5 and 8.5. The proposed project is not anticipated to impair any emergency response, exacerbate wildfire risks, or install associated infrastructure that would potentially increase wildfire risk. The topography in the project area is relatively flat and would not 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.

Avoidance, Minimization, and/or Mitigation Measures

Minimization HAZ-1: A site investigation (SI) followed by soil sampling shall be conducted in the project Design phase to classify soils in the project area that contain potential ADL, pesticide residue, and/or crude oil. The site investigation will determine whether soils are classified as federal or state hazardous waste that requires off-site disposal at a permitted Class I California hazardous waste disposal facility or can be relinquished to the contractor with or without restrictions on land use. The SI will be performed after right-of-way appraisal maps are received and entry permits are obtained by the Caltrans Division of Right-of-Way.

2.1.10 Hydrology and Water Quality

Considering the information in the Stormwater Data Report dated February 2021, the following significance determinations have been made:

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

Affected Environment

The proposed project is located in the Calleguas Creek Watershed within the County of Ventura. All streamflows within the Calleguas Creek Watershed eventually lead to Mugu Lagoon before entering into the Pacific Ocean.

CEQA Significance Determinations

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?

Less Than Significant Impact - The proposed project will create approximately 4.38 acres of new impervious surface. Since the total disturbed soil area created is more than one acre, preparation of a Storm Water Pollution Prevention Plan (SWPPP) is required, which will be completed in the next project Design phase.

The State Water Resources Control Board (SWRCB) administers water rights, sets water pollution control policy, and issues orders on matters of statewide application and oversees water quality functions throughout the state by approving basin plans, total maximum daily loads (TMDLs) and National Pollutant Discharge Elimination System (NPDES) permits. Regional Water Quality Control Boards (RWQCBs) are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility. The SWRCB has identified Caltrans as an owner/operator of a Municipal Separate Storm Sewer System (MS4) under federal regulations. Caltrans' MS4 permit covers all Caltrans ROW, properties, facilities, and activities in the state. The permit has three basic requirements: Caltrans must comply with the requirements of the Construction General Permit (GCP); Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines necessary to meet water quality standards. To comply with the MS4 permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California, and describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges.

The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff. Adherence to applicable permits as well as the inclusion of project features and standard BMPs would ensure that impacts related to the violation of water quality standards, waste discharge requirements, and surface or groundwater quality would be less than significant.

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 – The proposed project would not deplete any groundwater supplies, nor would it interfere with groundwater recharge or any recharge facility.

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 – The proposed project is located in a previously disturbed area on relatively flat ground and would not result in substantial erosion or siltation onsite or offsite.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;

Less Than Significant Impact – An increase in impervious surface (~4.4 acres) would result from the installation of the new weigh station. However, this action is not expected to substantially increase the rate or amount of surface runoff in a manner that would result in flooding. Caltrans would also implement a SWPPP, which would include the information needed to demonstrate compliance with all requirements of the CGP, therefore, impacts would be less than significant.

(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

Less Than Significant Impact – As mentioned previously, a net increase of approximately 4.4 acres of new impervious surface would be added following construction. With the implementation of a SWPPP, the proposed project is not expected to exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

(iv) impede or redirect flood flows?

No Impact – The proposed project design would not impede or redirect flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact – The proposed project is located in a special flood hazard area subject to inundation by the 1% annual chance flood but would not risk the release of any stored pollutants due to inundation. Any generated waste as a result of construction

would be contained and managed. Furthermore, it is not in a tsunami or seiche zone.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact – Compliance with the Clean Water Act (CWA) and pertinent Total Maximum Daily Loads (TMDL) standards, implementation of treatment controls, and consultation with the Caltrans NPDES Coordinator will bring the proposed project in compliance and eliminate any potential scenarios that would otherwise substantially degrade water quality. Therefore, no impacts are anticipated.

Avoidance and Minimization Measures

Minimization WQ-1: A Stormwater Pollution Prevention Program (SWPPP) must be developed in the project Design phase and implemented during Construction.

2.1.11 Land Use and Planning

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**

a – b) No Impact – The proposed project would not physically divide an established community and does not conflict with any land use plan, policy, or regulation.

2.1.12 Mineral Resources

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

a – b) No Impact – No known mineral resources or local important mineral resources are located within the project area.

2.1.13 Noise

Considering the information in the Noise Study Report dated August 2023, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**Less Than Significant Impact**
b) Generation of excessive groundborne vibration or groundborne noise levels?	**Less Than Significant Impact**
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two 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

Land uses within the project limits are comprised mainly of farmlands and single-family residences. The existing ambient noise levels measured were between 52 and 69 decibels (dBA).

CEQA Significance Determinations

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 – According to the Noise Study Report (2023), future noise levels have been predicted to be in the range of 55-65 dBA. Therefore, the residential areas within the project limits will not be impacted before and after project completion, and there would be no substantial noise increase (12 dBA or more from existing baseline conditions).

During the construction phase of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans standard specifications, Section 14-8.02, Noise Control. These requirements state that noise levels generated during

construction shall comply with applicable local, state, and federal regulations. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short-term, intermittent, and dominated by local traffic noise. Avoidance and minimization measures N-1 through N-4 shall be implemented to minimize temporary construction noise impacts.

b) Generation of excessive groundborne vibration or groundborne noise levels?

The proposed project is not anticipated to generate excessive groundborne vibration or noise levels. Any temporary construction impacts relating to groundborne vibration shall be minimized with the implementation of measures N-1 through N-4.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact – The proposed project is not located within the vicinity of a private airstrip or an airport land use plan.

Avoidance, Minimization, and/or Mitigation Measures

Minimization N-1: Equipment Noise Control should be applied when updating old equipment and designing new equipment to meet mandated noise levels. Examples can include mufflers, sealed and lubricated tracks, lowered exhaust pipe exit height, and general noise control technology.

Minimization N-2: In-Use Noise Control shall be applied to existing equipment that is not permitted to produce noise levels more than specified limits. Any construction equipment that does not meet specified limits would be required to meet compliance by repair, retrofit, or replacement. All equipment applying the in-use noise limit would achieve an immediate noise reduction if properly enforced.

Minimization N-3: Site restrictions shall be applied to achieve noise reduction through methods such as shielding with barriers for equipment and the construction site, truck rerouting and traffic control, time scheduling, and equipment relocation.

Minimization N-4: Personal training of operators and supervisors shall be conducted to educate employees to be sensitive to noise impact problems and noise control methods.

2.1.14 Population and Housing

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

a – b) No Impact – The proposed project is not anticipated to induce population growth either directly or indirectly, as the proposed project would not increase capacity of the current highway. There will be no displacements as part of the proposed project.

2.1.15 Public Services

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

Affected Environment

The project area is serviced by the Ventura County Fire Department, Ventura County Sheriff's Office, and California Highway Patrol. There are no schools, parks, or other public facilities within proximity of the project study area.

CEQA Significance Determinations

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:

Less Than Significant – The proposed project would require converting approximately 4.38 acres of farmland for the new California Highway Patrol weigh station. However, the acres of farmland impacted is not considered significant per

the Ventura County Initial Study Assessment Guidelines. Fire protection, schools, parks, and other public facilities will not be impacted.

2.1.16 Recreation

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**

a – b) No Impact – There are no recreational facilities located in the project area.

2.1.17 Transportation

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

a – d) No Impact – The proposed project is not anticipated to conflict with any program, plan, ordinance, or policy addressing the circulation system, conflict with CEQA Guidelines, substantially increase hazards, or result in inadequate emergency access. Existing traffic demand will be accommodated and will not create new demand, directly or indirectly. No new travel lanes will be created as part of the proposed project.

2.1.18 Tribal Cultural Resources

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

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

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

a – b) No Impact - No cultural resources are present within the Area of Potential Effect. Therefore, there would be no impact to any resource considered significant to California tribal groups.

2.1.19 Utilities and Service Systems

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

Affected Environment

Based on preliminary permit search information and field review observations, there are existing utility poles with electric overhead lines present within the project limits. In addition, a Shell gas line is in proximity to the project location. No existing water and sewer connections currently exist at the proposed project location. The nearest water and sewer line are more than 800 feet away outside the proposed right-of-way.

Southern California Edison provides electricity to the County of Ventura, while the Southern California Gas Company provides natural gas service. Water and sanitation services are provided by the Ventura County Public Works Agency Water and Sanitation Department.

CEQA Significance Determinations

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant – The weigh station facility will require relocation of existing utility poles with electric overhead lines and relocation of a Shell gasoline line. In addition, new water and sewer connections will be needed to accommodate the new building. Based on information from Ventura County Public Works, there are existing water pipes available on two sides of the proposed project location, and a 12" sewer pipe available at a nearby location. Detailed utility plans will be developed in the next project Design phase. Per minimization measure U-1, Caltrans will work with the Ventura County Public Works Department, as well as all impacted utility providers and landowners throughout the project Design and Construction phases to ensure minimal service disruption.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact – The new weigh station facility shall be built to current building standards and will have sufficient water supplies available to serve the project.

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 – The new weigh station facility shall be built to current building standards and will not impact the existing capacity to serve wastewater demand.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact – The excavation of soil and removal of existing facilities associated with the proposed project will generate minimal solid waste and will not 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. Caltrans is committed to preserving and enhancing California's resources and assets by minimizing the environmental impacts of our highway construction and maintenance projects.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact – The proposed project will comply with all federal, state, and local statutes and regulations related to solid wastes. No long-term generation, or

disposal of, solid waste would occur from project implementation. Disposal of waste during construction would be temporary in nature and be conducted in a manner that is compliant with all applicable statutes and regulations.

Avoidance, Minimization, and/or Mitigation Measures

Minimization U-1: Caltrans will work with the Ventura County Public Works Department, as well as all impacted utility providers and landowners throughout the project Design and Construction phases to ensure minimal service disruption.

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?	**No 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**

a – d) No Impact – The proposed project is not located in a Fire Hazard Severity Zone. Please refer to Wildfire section for additional information.

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?	**No Impact**
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	**Less Than Significant**
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**No Impact**

CEQA Significance Determinations

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?

No Impact – The project site does not provide suitable habitat for sensitive biological resources. Therefore, there would be no impact to sensitive fish or wildlife species or their habitats. Avoidance and minimization measures BIO-1 through BIO-6 will be implemented to reduce any potential impacts to biological resources.

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 –The Ventura County Initial Assessment Guidelines state that any project resulting in direct and/or indirect loss of agricultural soils is considered to have a contribution to a significant cumulative impact. The cumulative loss of agricultural soils was addressed in the final EIR for the 2040 County of Ventura General Plan[2]. This EIR acknowledged that implementation of the General Plan would result in a significant loss of agricultural soils, and although the General Plan contains policies and programs that serve to partially mitigate the cumulative impact, it remains significant and unavoidable. A Statement of Overriding Considerations was adopted for this unavoidable impact with the adoption of the General Plan. Additional environmental analysis is not required since the proposed project is consistent with the General Plan and does not require a change in the agricultural land use designation.

As mentioned in Section 2.1.2 Agriculture and Forestry Resources, at the project-level, approximately 4.4 acres of farmland shall be converted to transportation infrastructure which is less than the threshold of significance as stated in the Ventura County Initial Assessment Guidelines. Therefore, the impact is less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant - The proposed project would not result in significant project-level impacts that could cause direct or indirect substantial adverse impacts on human beings.

[2] https://vc2040.org/images/Draft_EIR_-_Jan._2020/VCGPU-EIR_4.02_Ag__Forestry_Res.pdf

Wildfire

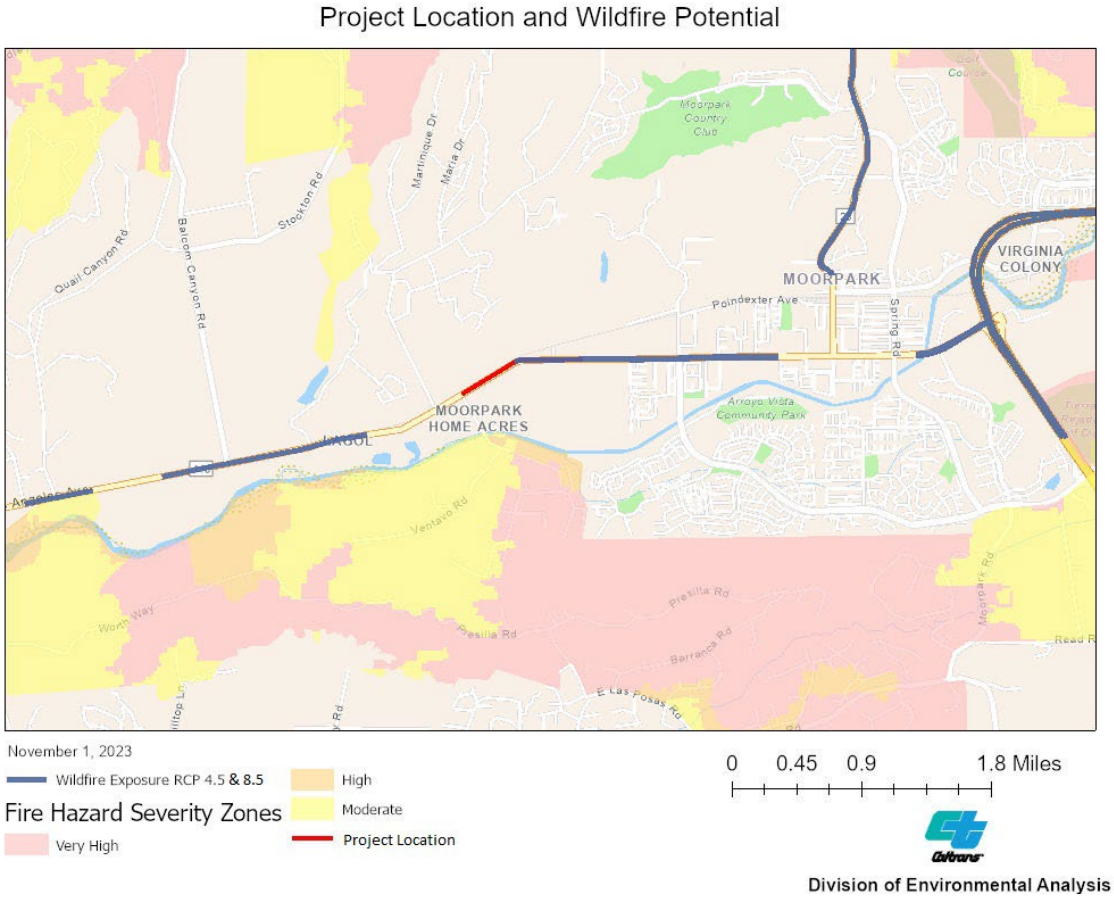
Regulatory Setting

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

Affected Environment

Fire Hazard Severity Zones (FHSZ) are areas in California that appear on fire zone maps and where physical conditions create moderate, high, and very high degrees of wildfire risk. Many factors are considered such as fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for the area. Figure 5 below shows the project location within the FHSZ.

Figure 5: Project Location and Wildfire Potential



Environmental Consequences

The proposed project is outside of the CalFire Fire Hazard Severity Zone. Therefore, the proposed project is not anticipated to impair any emergency response, exacerbate wildfire risks, or install associated infrastructure that would potentially increase wildfire risk. The topography in the project area is relatively flat and would not 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.

Additional discussion on wildfire risk due to climate change impacts can be found in the Climate Change section.

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), and various hydrofluorocarbons (HFCs). CO_2 is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

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

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values— "the triple bottom line of sustainability" (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

The federal government has taken steps to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) as amended by the Energy Independence and Security Act (EISA) of 2007; and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation's energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. The updated GHG emissions standards will avoid more than 3 billion tons of GHG emissions through 2050. In April 2022, NHTSA announced corresponding new fuel economy standards for model years 2024 through 2026, which will reduce fuel use by more than 200 billion gallons through 2050 compared to the old standards and reduce fuel costs for drivers (U.S. EPA 2022a; NHTSA 2022).

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State’s long-range transportation plan to identify strategies to address California’s climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent ($MMTCO_2e$). [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO_2 is the most important GHG, so amounts of other gases are expressed relative to CO_2, using a metric called “carbon dioxide equivalent,” or CO_2e. The

global warming potential of CO_2 is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO_2.] Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands … is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

SB 743**,** Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150**,** Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

AB 1279, Chapter 337, 2022, The California Climate Crisis Act: This bill mandates carbon neutrality by 2045 and establishes an emissions reduction target of 85% below 1990 level as part of that goal. This bill solidifies a goal included in EO B-55-18. It requires ARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California, as specified.

Environmental Setting

SR-118 is an east-west corridor that provides scenic, commute, and commercial travel through urban as well as rural corridor. The project site is located at the eastern end of SR-118, on a two-lane conventional highway with 80 feet of right-of-way between Hitch Boulevard and Montair Drive in unincorporated Ventura County. On both sides along SR-118, the area is used for agricultural purposes and semi-developed areas. The 2020-2045 RTP/SCS (also called Connect SoCal) guides

transportation and housing development in the project area. The Ventura County 2040 General Plan, Climate Action Plan addresses GHGs in the project area.

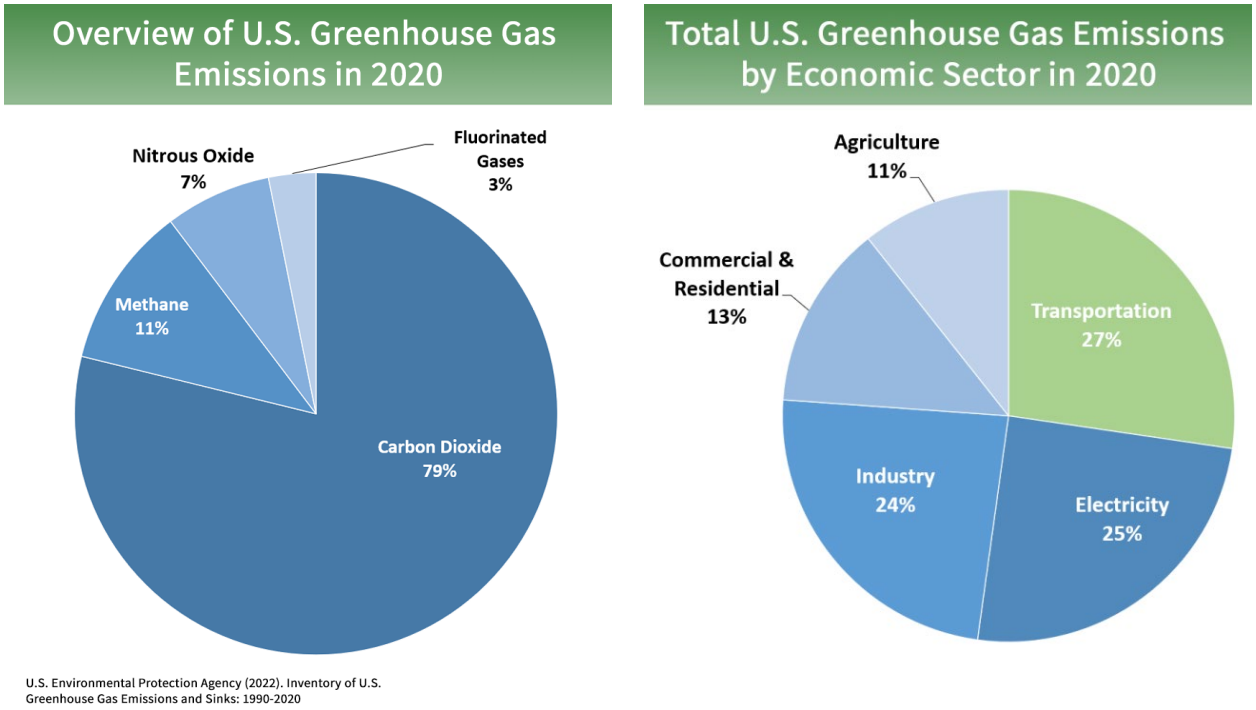
GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total GHG emissions from all sectors in 2020 were 5,222 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. Of these, 79 percent were CO_2, 11 percent were CH_4, and 7 percent were N_2O; the balance consisted of fluorinated gases. Total GHGs in 2020 decreased by 21% from 2005 levels and 11% from 2019. The change from 2019 resulted primarily from less demand in the transportation sector during the COVID-19 pandemic. The transportation sector was responsible for 27 percent of total U.S. GHG emissions in 2020, more than any other sector (Figure 6), and for 36% of all CO_2 emissions from fossil fuel combustion. Transportation CO_2 emissions for 2020 decreased 13 percent from 2019 to 2020, but were 7 percent higher than transportation CO_2 emissions in 1990 (Figure 6) (U.S. EPA 2022b).

Figure 6: U.S. 2020 Greenhouse Gas Emissions (Source: U.S. EPA 2022b)



U.S. Environmental Protection Agency (2022). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020

STATE GHG INVENTORY

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2022 edition of the GHG emissions inventory reported emissions trends from 2000 to 2020. Total California GHG emissions in 2020 were 369.2 $MMTCO_2e$, a reduction of 35.3 $MMTCO_2e$ from 2019 and 61.8 $MMTCO_2e$ below the 2020 statewide limit of 431 $MMTCO_2e$. Much of the decrease from 2019 to 2020, however, is likely due to the effects of the COVID-19 pandemic on the transportation sector, during which vehicle miles traveled declined under stay-at-home orders and reductions in goods movement. Nevertheless, transportation remained the largest source of GHG emissions, accounting for 37 percent of statewide emissions (Figure 7). (Including upstream emissions from oil extraction, petroleum refining, and oil pipelines in California, transportation was responsible for about 47 percent of statewide emissions in 2020; however, those emissions are accounted for in the industrial sector.) California's gross domestic product (GDP) and GHG intensity (GHG emissions per unit of GDP) both declined from 2019 to 2020 (Figure 8). It is expected that total GHG emissions will increase as the economy recovers over the next few years (ARB 2022a).

Figure 7: California 2020 Greenhouse Gas Emissions by Scoping Plan Category (Source: ARB 2022a)

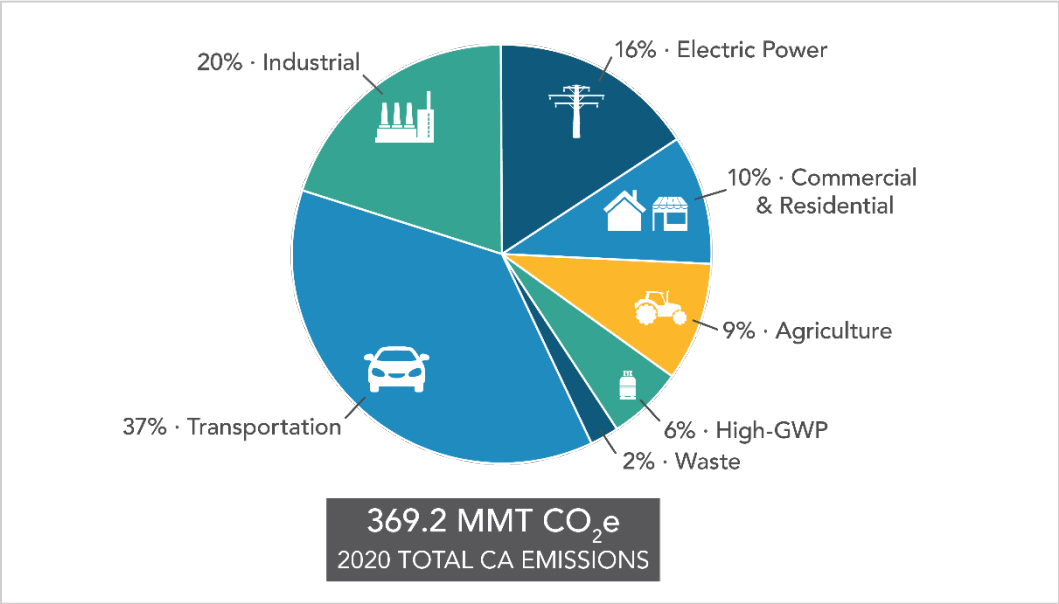
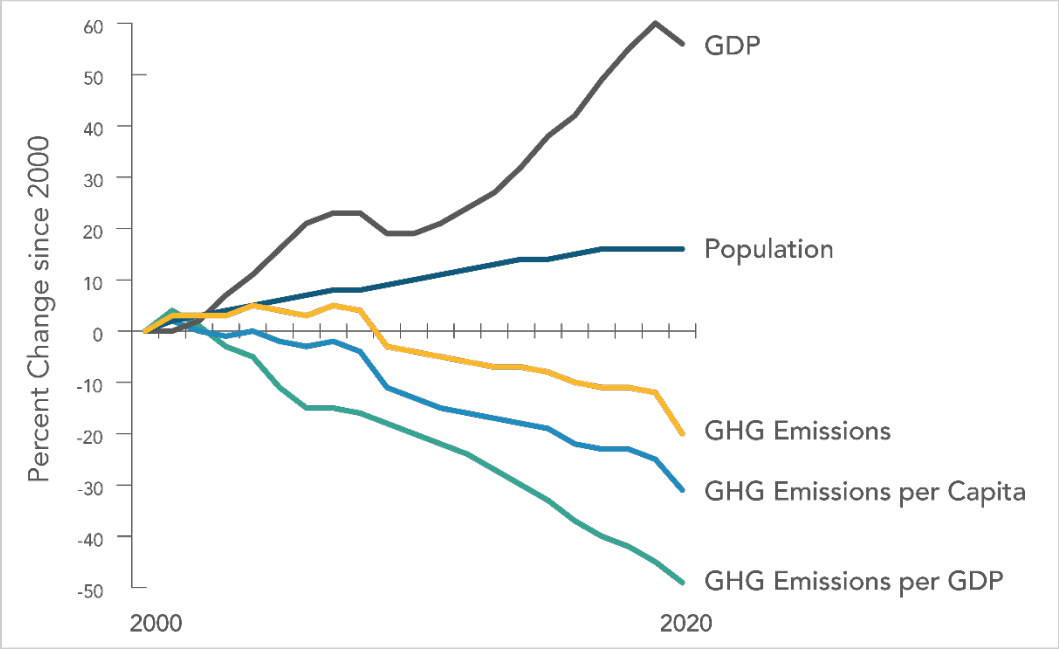


Figure 8: Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2022a)



AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB

32. The draft 2022 Scoping Plan Update additionally lays out a path to achieving carbon neutrality by 2045 (ARB 2022b).

Regional Plans

ARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the RTP/SCS for **Southern California Association of Governments (SCAG).** The regional reduction target for **SCAG** is -19 percent by 2035 (ARB 2022c).

The proposed project is within the jurisdiction of the SCAG Regional Transportation Planning Agency (RTPA). The SCAG 2020-2045 RTP (Connect SoCal) identifies several measures that address greenhouse gas emissions. They include but are not limited to methods based on design, methods based on planning, and methods based on technology and equipment type. Design methods target emission reduction goals through the implementation of project features, project design, or other measures; incorporating design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; or incorporating design measures to reduce energy consumption and increase the use of renewable energy. Planning methods require adopting plans or mitigation programs to reduce emissions as required as part of the Lead Agency's decision. Methods based on technology and equipment type include: incorporating the Best Available Control Technology (BACT) during the design, construction, and operation of projects to minimize GHG emissions; use of energy and fuel-efficient vehicles and equipment; use of the minimum feasible amount of GHG emitting construction materials; and construction of buildings to Leadership in Energy and Environmental Design (LEED) certified standards. Additionally, another suggested method is to plant shade trees in or near construction projects where feasible.

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

- Congestion Pricing
- Express Lane Pricing
- Improved Bike Infrastructure
- Infill development and increased density near transit infrastructure
- Mileage-Based User Fee
- New Transit Capital Projects
- Shorter trips through land use strategies such as jobs/housing balance
- Transportation Demand Management
- Job Center Parking Strategy (e.g. parking pricing in select centers)

- Bike Share and Micromobility
- Carshare
- Co-working at strategic locations
- Increased Electric Vehicle Charging Infrastructure
- Electric Vehicle Incentives
- Improved Pedestrian Infrastructure
- Multimodal Dedicated Lanes
- Safe Routes to School
- Transit/TNC Partnership Program
- Increased Average Vehicle Ridership in Job Centers
- Parking Deregulation in certain Priority Growth Areas

These strategies, measures and policies collectively result in approximately 14 percent per-capita GHG reductions using the Activity Based Model, and 5 percent reductions using off-model methodologies. SCAG collaborated with ARB throughout 2018 and 2019 as SCS Program and Evaluation Guidelines were updated by ARB in response to more ambitious per-capita GHG reduction targets. This collaboration was essential to ensuring Connect SoCal's Growth Vision aligns with state expectations. The final technical methodology was submitted to ARB after adoption of Connect SoCal.

SCAG's Program EIR for the 2020 RTP/SCS includes ongoing GHG emission reduction and adaptation strategies in the SCAG region. Climate mitigation strategies include reducing or sequestering GHG emissions, while climate adaptation is preparing for the unavoidable impacts from climate change. Climate mitigation strategies include, but are not limited to:

- Promoting energy efficiency in buildings
- Using low carbon electricity
- Transitioning to high efficiency heating and cooling systems
- Using low carbon and alternative fuels
- Incorporating zero emission or hybrid vehicles
- Incorporating healthy community planning (active transportation)
- Increasing urban density
- Reducing automobile dependence
- Increasing transit options
- Integrating renewable energy
- Improving waste management

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

- Using scarce water more efficiently
- Adapting building codes to future climate conditions and extreme weather events
- Building flood defenses and raising the levels of levees
- Developing drought tolerant crops

- Implementing urban tree planting and reforestation
- Setting aside land corridors for species migration
- Increasing collaboration on climate preparedness strategies among public agencies.

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

Pursuant to its authority under AB 32, CARB has designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emission-reduction mandate of returning to 1990 levels of emissions by 2020 (17 CCR Sections 95800 to 96023). Additionally, Executive Order B-32-15 works toward achieving GHG reduction targets with the California Sustainable Freight Action Plan, an integrated plan that establishes clear targets to improve freight efficiency, transition to zero-emission technologies and increase competitiveness of California's freight system.

The State is also taking steps to make the State more resilient to ongoing and projected climate impacts as laid out by the Safeguarding California Plan. The Safeguarding California Plan was updated in 2018 to present new policy recommendations and provide a roadmap of all the actions and next steps that state government is taking to adapt to the ongoing and inevitable effects of climate change. California's continuing efforts are vital steps toward minimizing the impact of GHG emissions and a three-pronged approach of reducing emissions, preparing for impacts, and conducting cutting-edge research can serve as a model for action.

Several transit integration strategies are also presented, which in combination with land use strategies such as Transit Oriented Development (TOD) and providing affordable housing, aim better to link housing, transit, and active transportation to reduce greenhouse gas emissions.

Other general plans, land use plans, and local climate action plans offer strategies that can be incorporated into specific projects. In addition, many cities and counties in District 7 have adopted Climate Action Plans (CAPs) designed to mitigate GHG emissions and reduce the impacts of climate change on their communities. Ventura County in April 2010, the County of Ventura General Services Agency (GSA) released an Energy Action Plan to minimize energy intensities in GSA-maintained buildings, improve operational energy and water efficiencies, reduce energy and water use, pursue LEED and Energy Star certifications, and educate GSA employees. As of 2020, the Ventura County 2040 General Plan established a Climate Action Plan to reduce GHG emissions and mitigate climate change impacts to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

Table 3 below shows the regional and local plans that apply to the project area, and the policies/strategies being undertaken to reduce greenhouse gases.

Table 3: Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)	SB 375 – GHG Reduction SB 743 – VMT Reduction Performance Outcomes: Location efficiency Mobility and accessibility Safety and public health Environmental quality Economic opportunity Investment effectiveness Transportation system sustainability Environmental Justice
Ventura County 2040 General Plan - Greenhouse Gas Emissions Reduction Strategy & Climate Action Plan	Table B-10 in Appendix B of the Ventura County 2040 General Plan provides a list of GHG Mitigation and Climate Adaptation Measures. These measures are included but are not limited to the following polices/programs: Land Use and Community Character Circulation, Transportation, and Mobility Public Facilities, Services, and Infrastructure Conservation and Open Space Hazards and Safety Agriculture Water Resources Economic Vitality

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO_2, CH_4, N_2O, and HFCs. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH_4 and N_2O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation *v.* San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512). In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The proposed project involves constructing a new truck weigh station facility and will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on SR-118, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

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

Construction emissions were estimated for the Build Alternative using Caltrans’ Construction Emissions Tool (CAL-CET2021) v1.0.2, which uses project cost data to determine equipment-related costs and usage rates and then applies emission, fuel consumption, and electricity consumption factors derived from the OFFROAD and EMFRAC models to estimate emissions, diesel and gasoline fuel consumption, and electricity consumption for the project. The total construction emissions estimates are as follows:

Reactive Organic Gas (ROG) – 0.235 tons

Carbon Monoxide (CO) – 1.042 tons

Nitrogen Oxides (NO_x) – 1.543 tons

Particulate Matter <10 microns (PM_{10}) – 0.298 tons

Particulate Matter <2.5 microns ($PM_{2.5}$) – 0.130 tons

Carbon Dioxide and Equivalents (CO_{2e}) – 367 tons

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7-1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. In addition, measures GHG-1 through GHG-11 outlined in the Project-Level GHG Reduction Strategies section shall be included to minimize GHG construction impacts.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG reduction measures, the impact would be less than significant.

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

Greenhouse Gas Reduction Strategies

Statewide Efforts

In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors, to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (ARB 2022d).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1)

increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) reducing petroleum use by up to 50 percent by 2030; (3) increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) reducing emissions of short-lived climate pollutants; and (5) stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015). OPR later added strategies related to achieving statewide carbon neutrality by 2045 in accordance with EO B-55-18 and AB 1279 (OPR 2022).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks by 50% is a key state goal for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency (2022a) released *Natural and Working Lands Climate Smart Strategy*, with a focus on nature-based solutions.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent

of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

CALIFORNIA TRANSPORTATION PLAN

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

CALTRANS STRATEGIC PLAN

The *Caltrans 2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

CALTRANS POLICY DIRECTIVES AND OTHER INITIATIVES

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Greenhouse Gas Emissions and Mitigation Report* (Caltrans 2020) provides a comprehensive overview of Caltrans' emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

The following measures will also be implemented as part of the proposed project to reduce GHG emissions and potential climate change impacts from the project.

Construction

In addition to the air quality minimization measures (AQ-1 to AQ-13) outlined in the Air Quality section in Chapter 2, the following GHG reduction measures shall be implemented as needed to minimize GHG emissions during project construction.

Minimization GHG-1: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

Minimization GHG-2: Schedule truck trips outside of peak morning and evening commute hours.

Minimization GHG-3: If a lane closure is required, schedule longer-duration lane closures to reduce number of equipment mobilization efforts.

Minimization GHG-4: For improved fuel efficiency from construction equipment:

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

Minimization GHG-5: Use alternative fuels such as renewable diesel for construction equipment.

Minimization GHG-6: Use solar-powered construction equipment.

Minimization GHG-7: Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.

Minimization GHG-8: Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction.

Minimization GHG-9: Maximize use of recycled material.

Minimization GHG-10: Reduce construction waste. For example, reuse or recycle construction and demolition waste.

Minimization GHG-11: Use recycled water or reduce consumption of potable water for construction.

Operational

Minimization AQ-1: The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023). This standard specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. A nonstandard special provision (NSSP) 14-9.05

shall be included in the Project Specifications package to mandate contractors to be responsible for complying with all rules and regulations implemented by air districts.

Minimization GHG-12: Install solar power source to supply power to highway facility components or buildings.

Minimization GHG-13: Maximize use of solar cells for point-of-use energy source. Give consideration to compatibility with existing structures.

Minimization GHG-14: Installation of zero-emission vehicle (ZEV) infrastructure (e.g. electric vehicle charging stations).

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA Assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the "human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways."

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions" (U.S. DOT 2011). The U.S. DOT Climate Action Plan of August 2021 followed up with a statement of policy to "accelerate reductions in greenhouse gas emissions from the transportation sector and make our

transportation infrastructure more climate change resilient now and in the future," following this set of guiding principles (U.S. DOT 2021):

- Use best-available science
- Prioritize the most vulnerable
- Preserve ecosystems
- Build community relationships
- Engage globally

U.S. DOT developed its climate action plan pursuant to the federal EO 14008, *Tackling the Climate Crisis at Home and Abroad* (January 27, 2021). EO 14008 recognized the threats of climate change to national security and ordered federal government agencies to prioritize actions on climate adaptation and resilience in their programs and investments (White House 2021).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events,* December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state's effort to "translate the state of climate science into useful information for action." It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The State's approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars' worth of residential and commercial buildings due to sea level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 projections of sea level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio,* and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2022b).

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change in addition to sea level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts (Climate Change Infrastructure Working Group 2018).

Caltrans Adaptation Efforts

CALTRANS VULNERABILITY ASSESSMENTS

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Project Adaptation Analysis

It is possible that the proposed project will be subject to climate change effects. The proposed project is not located near the seacoast or within a regulatory floodway; however, it may be susceptible to wildfire. Recognizing these concerns, it is important to determine whether the project will exacerbate the effects of climate change relating to these topics, which are elaborated upon in the following sections: Floodplains and Wildfire.

Caltrans District 7 completed a climate change vulnerability assessment in September 2019 for Los Angeles and Ventura Counties. It provides a high-level review of potential climate impacts on the State Highway System in District 7 based on a database containing climate stressor geospatial data that was developed as part of the study.

Climate change risk analysis involves uncertainties as to the timing and intensity of potential risks, but some general climate trends are expected in California and the western U.S. More severe droughts, less snowpack, and changes in water availability are anticipated, and rising sea levels, more severe storm impacts, and coastal erosion can be expected. Increased temperatures, more frequent, longer heat waves, and longer and more severe wildfire seasons are predicted.

The Governor's Office of Planning and Research prepared *Planning and Investing for a Resilient California*, a guidebook for state agencies performing climate risk analyses to determine how to integrate climate considerations into planning or investment decisions.

The first step is to identify how climate change could affect a project or plan by identifying impacts of concern and assessing the scale, scope, and context of climate disruption. Next, a climate risk analysis can be conducted by selecting climate change scenarios for analysis and selecting an analytical approach. Following that, a climate-informed decision can be made by evaluating the alternatives and design and applying resilient decision principles. Finally, the agency

can track and monitor progress by evaluating determined metrics and adjusting as needed. This study will go through the first two steps to inform a decision for the proposed project.

Assessing the scale, scope, and context of climate disruption for this project means considering the timeframe/lifetime, adaptive capacity, and risk tolerance of the project areas. The guidebook states, “If the expected lifetime of a project is less than five years, it may not be necessary to integrate longer-term climate change into the design and analysis.” The completed project is expected to last far longer than five years, so the impacts of extreme events should be considered to ensure that planning and investment decisions reflect the current climate conditions. In the following sections, extreme impacts of climate change-based sea-level rise, flooding, and wildfire will be considered. Other extreme weather impacts, such as drought and extreme heat, are also anticipated as changing climate conditions, but this study will focus on conditions that could potentially affect the project and its proposed structures.

Climate risk is characterized by asking a few key questions, focusing on the scale and scope of the risk, vulnerability, and adaptive capacity of the affected area, the nature of the risk, and the economic impacts.

Question 1: How severe are the consequences if your project or plan is disrupted by an extreme event or changes in average conditions?

If the construction of the project is disrupted by an extreme event, schedule delays, and increased costs are expected. Economic implications will be addressed in Question 4, and based on the severity, this would be a moderate impact. It is not unacceptable and is not likely to ultimately affect the completion of the project, but it would be an inconvenience and require additional planning and coordination, along with extra work to repair the damage done by an extreme condition. In fact, should an extreme event occur in the future, the completion of the project may help to mitigate these effects. Preserving and improving structural integrity will help to increase the resilience of the highway to climate change.
The impact of average conditions disrupting the project or plan depends on the severity of these changes. Assuming the average changes are small or even negligible during the timeframe of project construction and completion by 2028, there would be low or no impact on design, planning, and construction.

Question 2: Who or what will be affected by the disruption of the project or plan?

Disruption of the project will affect state highway users in the long term by delaying construction, but not in the immediate short term. If disruption occurs during construction, construction workers would also be affected. With communication and emergency planning in place, the impact would be low to moderate; communities, systems, and infrastructure should be readily able to adapt or respond to any changes. Detours or other transportation methods could be arranged.

Question 3: What is the nature of this disruption?

Schedule delay would be the primary concern if the project is disrupted; however, it is expected that any disruption by climate change effects would not be permanent. Use of the highway or construction of the project would be able to continue; therefore, the nature of this disruption is temporary. Future flexibility would be maintained, and Caltrans and drivers would be readily able to respond or adapt.

Question 4: What are the economic implications of climate disruption?

As stated in the response to Question 1, schedule delays and increased costs would be expected as a result of climate disruption. Both could potentially be large, depending on the extent and type of disruption. It is unlikely that the costs of disruption or response to the disruption would be unacceptably high. Such costs are between low to medium cost.

Figure 9: Mapping Risk Characteristics to Analytical Approaches

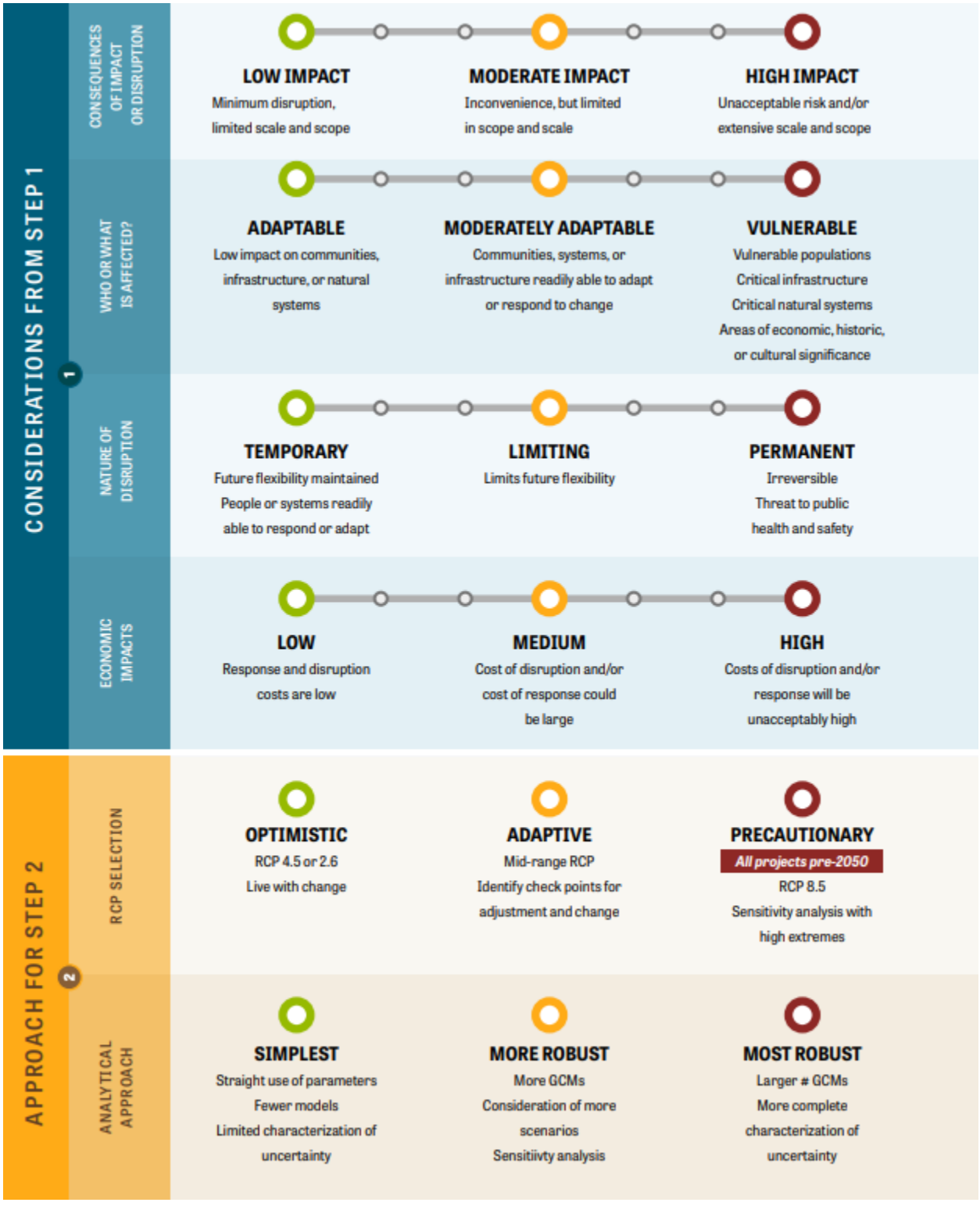


Figure 7 above (from Figure 2 in *Planning and Investing for a Resilient California*) matches the answers from the four questions with characteristics of analytical

approaches and climate scenarios. For this analysis, because most answers were low or low-moderate, an optimistic RCP is selected, and a simple approach is used. The proposed project is not expected to exacerbate any of the risks discussed above. Though the risks inherent to climate change already in progress are considered, the project would not contribute to the acceleration or increase of any such dangers in any significant way. It would not alter the highway's relation to the surrounding environment significantly, and it would not cause any significant change to the environment that would allow for increased or greater danger in the future.

Sea Level Rise

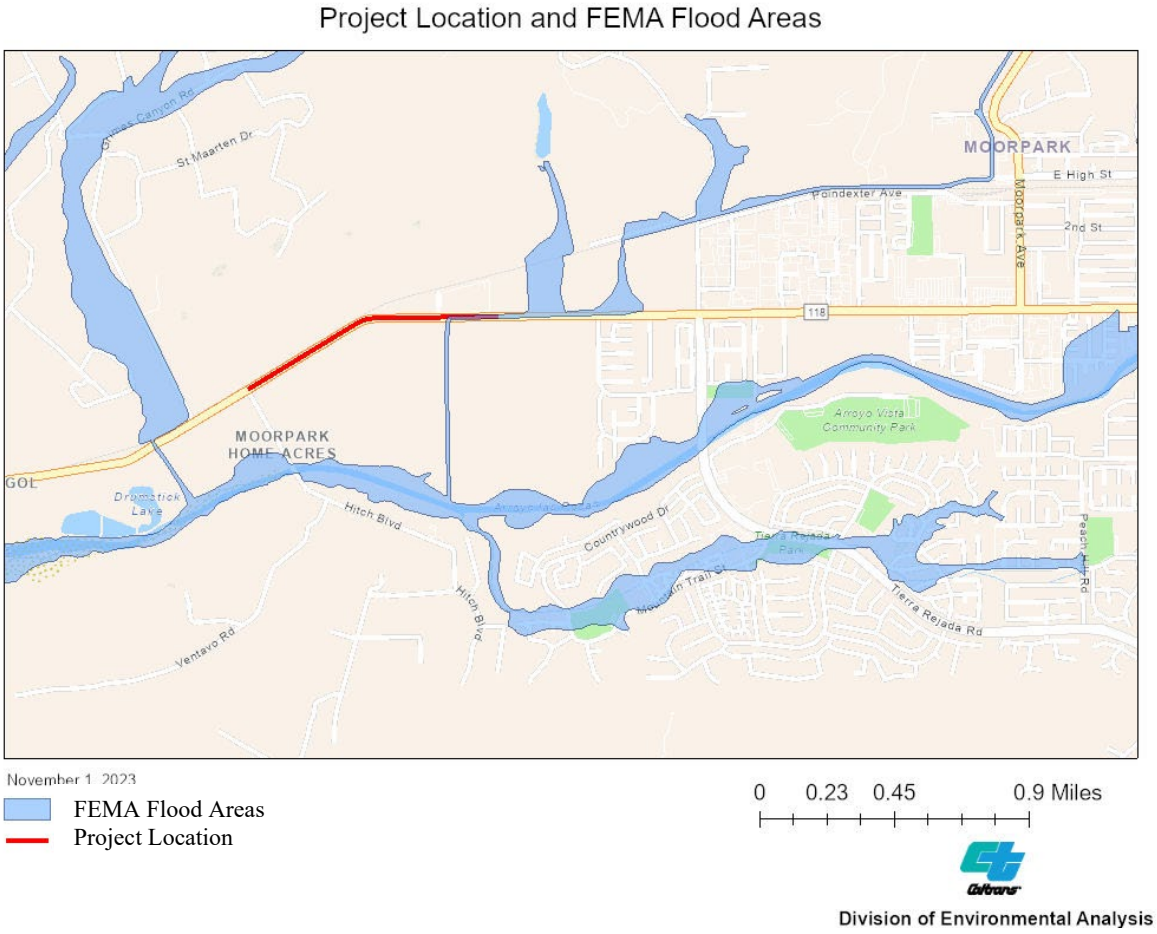
The proposed project is outside the coastal zone and not in an area subject to sea level rise. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected.

Figure 10: Project Location and Coastal Zone

PRECIPITATION AND FLOODING

The proposed project is located in a relatively flat topography within the Calleguas Creek Watershed. The location is within the Flood Insurance Rate Map (FIRM) in an area marked as 'Zone AO', which has 1% annual chance of flood (Base Flood) called as 100-year flood with flood depth of 1 to 3 feet. The adjacent area flood zone is marked as 'Zone X' having 0.2% annual chance of flood (Area of Minimal Flood Hazard). The Average Annual Precipitation of the area of 15.55 inches. Per the Summary Floodplain Encroachment Report (October 2023), the proposed project does not constitute a significant floodplain encroachment and would not involve significant risks.

Figure 11: Project Location and FEMA Flood Areas



According to the Caltrans District 7 Climate Change Vulnerability Assessment Map, the predicted percent change in 100-year precipitation depth by 2025 will be 3.8%, 4.9% by 2055, and 5.1% by 2085. Projects that increase impervious surface in the watershed can affect flood magnitude and frequency. Throughout project development, Caltrans shall consider increased precipitation and potential flooding

when making design decisions such as elevation and materials selection to build resilience into the proposed project.

WILDFIRE

The proposed project is outside of CalFire's Fire Hazard Severity Zone but partially located within the Caltrans Wildfire Vulnerability Assessment (PM 15.3 to 15.8) along an area with Moderate Wildlife Exposure for the years 2025, 2055, and 2085 for Representative Concentration Pathways (RCPs) 4.5 and 8.5. See Figure 3 in Wildfire section. However, the proposed project is not anticipated to impair any emergency response, exacerbate wildfire risks, or install associated infrastructure that would potentially increase wildfire risk. The topography in the project area is relatively flat and would not 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.

TEMPERATURE

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

2.2 References

California Air Resources Board (ARB). 2022a. *Greenhouse Gas Emissions and Trends for 2000 to 2020.* Available: https://ww2.arb.ca.gov/our-work/programs/ghg-inventory-program. Accessed: November 2, 2022.

California Air Resources Board (ARB). 2022b. *AB 32 Climate Change Scoping Plan.* Available: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan. Accessed: November 2, 2022.

California Air Resources Board (ARB). 2022c. *SB 375 Regional Plan Climate Targets*. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets. Accessed: November 2, 2022.

California Air Resources Board (ARB). 2022d. *Climate Change*. https://ww2.arb.ca.gov/our-work/topics/climate-change. Accessed: November 2, 2022.

Climate Change Infrastructure Working Group. 2018. *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. September. https://files.resources.ca.gov/climate/climate-safe-infrastructure-working-group/. Accessed: December 13, 2021.

California Department of Transportation (Caltrans). 2019. *Caltrans Climate Change Vulnerability Assessments. District 7 Technical Report*. September. Prepared by WSP. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/air-quality-and-climate-change/2019-climate-change-vulnerability-assessments.

California Department of Transportation (Caltrans). 2020. *Caltrans Greenhouse Gas Emissions and Mitigation Report*. Final. August. Prepared by ICF, Sacramento, CA. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/air-quality-and-climate-change (located under the Technical Resources, Tools and Training tab). Accessed: January 11, 2023.

California Department of Transportation (Caltrans). 2021a. *California Transportation Plan 2050*. February. https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state-planning-equity-and-engagement/california-transportation-plan. Accessed: January 11, 2023.

California Department of Transportation (Caltrans). 2021b. *Caltrans 2020-2024 Strategic Plan*. https://dot.ca.gov/-/media/dot-media/programs/risk-strategic-management/documents/sp-2020-16p-web-a11y.pdf. Accessed: November 2, 2022.

California Environmental Protection Agency. 2015. *California Climate Strategy*. https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/Climate-Documents-2015yr-CAStrategy.pdf. Accessed: November 2, 2022.

California Governor's Office of Planning and Research (OPR). 2015. *A Strategy for California @ 50 Million.* November. https://opr.ca.gov/docs/EGPR_Nov_2015.pdf. Accessed: November 2, 2022.

California Governor's Office of Planning and Research (OPR). 2022. *Carbon Neutrality by 2045.* https://opr.ca.gov/climate/carbon-neutrality.html. Accessed: November 2, 2022.

California Natural Resources Agency. 2022a. *Natural and Working Lands Climate Smart Strategy*. https://resources.ca.gov/Initiatives/Expanding-Nature-Based-Solutions. Accessed: November 2, 2022.

California Natural Resources Agency. 2022b. *California Climate Adaptation Strategy*. https://climateresilience.ca.gov/. Accessed: November 2, 2022.

California State Transportation Agency. 2021. *Climate Action Plan for Transportation Infrastructure (CAPTI)*. Adopted July 2021. https://calsta.ca.gov/subject-areas/climate-action-plan. Accessed: November 2, 2022.

County of Ventura. 2020. *Ventura County 2040 General Plan.* https://vcrma.org/en/ventura-county-general-plan#g. Accessed: November 2, 2022.

Federal Highway Administration (FHWA). 2022. *Sustainability*. https://www.fhwa.dot.gov/environment/sustainability/resilience/. Last updated July 29, 2022. Accessed: November 2, 2022.

Federal Highway Administration (FHWA). No date. *Sustainable Highways Initiative*. https://www.sustainablehighways.dot.gov/overview.aspx. Accessed: November 2, 2022.

National Highway Traffic Safety Administration (NHTSA). 2022. *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024–2026*. Press release. April 21. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026. Accessed: November 2, 2022.

Southern California Association of Governments (SCAG). 2020. *Adopted Final Connect SoCal 2020.* https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020. Accessed: November 2, 2022.

State of California. 2018. *California's Fourth Climate Change Assessment*. https://climateassessment.ca.gov/. Accessed: November 2, 2022.

U.S. Department of Transportation (U.S. DOT). 2011. *Policy Statement on Climate Change Adaptation*. https://www.transportation.gov/sites/dot.dev/files/docs/Policy_on_Aaptation2011.pdf. Accessed: November 2, 2022.

U.S. Department of Transportation (U.S. DOT). 2014. *Corporate Average Fuel Economy (CAFE) Standards*. https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards. Accessed: November 2, 2022.

U.S. Department of Transportation (U.S. DOT). 2021. *Climate Action Plan: Ensuring Transportation Infrastructure and System Resilience*. https://www.transportation.gov/sites/dot.gov/files/docs/DOT%20Adaptation%20Plan.pdf. Accessed: November 2, 2022.

U.S. Environmental Protection Agency (U.S. EPA). 2022a. *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026*. December. https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed: November 2, 2022.

U.S. Environmental Protection Agency (U.S. EPA). 2022b. *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2020*. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed: November 2, 2022.

The White House. 2021. *Executive Order on Tackling the Climate Crisis at Home and Abroad*. January 27. https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/. Accessed: November 14, 2022.

Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

Early Coordination

A Notice of Initiation of Studies was sent to relevant agencies, organizations, individuals, and elected officials to begin the public coordination process for the proposed project. The notice was sent to property owners within a ½-mile radius of the project area. The comment period lasted 36 days from July 13, 2023, to August 18, 2023. A complete distribution list can be found in Chapter 5.

A total of four comments were received during the initial comment period. The comments are summarized as follows:

- County of Ventura Board of Supervisors – District 4
    - Comment letter from Janice S. Parvin, Ventura County Supervisor expressing support for the proposed project.
- Ventura County Air Pollution Control District
    - Air Quality Assessment should be consistent with 2022 Air Quality Management Plan. The Ventura County Air Quality Assessment Guidelines can be used to evaluate all potential air quality impacts. Any construction operations must comply with applicable APCD Rules.
- Ventura County Public Works – Roads & Transportation
    - Adequate clear zone shall be constructed between any proposed barrier and vehicular traffic, and adequate site distance shall be incorporated.
- City of Moorpark
    - Requested draft environmental document when released for public comment.

Consultation and Coordination with Public Agencies and Tribal Governments

The following provides a summary of all meetings, correspondence, and/or coordination relevant for the development of the proposed project.

Natural Resources Conservation Service

In accordance with the Farmland Protection Policy Act, coordination with the Natural Resources Conservation Service (NRCS) was conducted from August 2023 to October 2023 and the Form AD-1006 was completed. The completed form can be found in Appendix B.

Future Outreach Efforts

Circulation of this Initial Study will mark the beginning of further outreach to elected officials, governmental agencies, local stakeholders, and other interested and potentially affected parties. Ongoing public outreach will also continue in future phases of the project, including the Design and Construction phases.

Chapter 4 List of Preparers

California Department of Transportation

Christopher Laurel, Environmental Scientist – Generalist, Paleontological Coordinator, Farmland Specialist

Susan Tse Koo, Senior Environmental Scientist - Generalist

Joben Penuliar, Environmental Planner – Generalist, GIS Specialist

Shabnam Sheikh, Environmental Scientist – Generalist, Peer Reviewer

Dustin Kay, Associate Environmental Planner - Archaeologist

Joshua Knudson, Associate Environmental Planner - Architectural Historian

Claudia Harbert, Senior Environmental Scientist – Cultural Resources

Rico Ramirez, Environmental Scientist – Biologist

Paul Caron, Senior Environmental Scientist – Senior Biologist

Stewart Fong, Transportation Engineer - Hazardous Waste Specialist

Henry Jones, Senior Engineering Geologist - Senior Hazardous Waste Specialist

Alison Wong, Environmental Scientist - Air Quality, Energy, & Climate Specialist

Andrew Yoon, Senior Transportation Engineer - Senior Air Quality Specialist

Samia Soueidan, Transportation Engineer - Noise Specialist

Jin Lee, Senior Transportation Engineer - Senior Noise Specialist

Shan Cai, Landscape Architect – Visual Specialist

George Olguin, Senior Landscape Architect

Ashraful Alam, Hydraulics Engineer

Wing Y Lee, Senior Hydraulics Engineer

Casimiro Bautista, Project Engineer

Fawne Yamashiro, Project Manager

Chapter 5 Distribution List

Elected Officials

The Honorable Laphonza Butler
US Senator
331 Hart Senate Office Building
Washington D.C., 20510

The Honorable Alex Padilla
US Senator
112 Hart Senate Office Building
Washington D.C., 20510

The Honorable Julia Brownley
Rep in Congress District 26
300 E. Esplanada Dr. Suite 209B
Oxnard, CA 93036

The Honorable Henry Stern
California Senator District 27
5016 N. Parkway Calabasas, Suite 222
Calabasas, CA 91302

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

The Honorable Janice Parvin
County of Ventura Dist 4 Supervisor
980 Enchanted Way #203
Simi Valley, CA 93065

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

The Honorable Chris Enegren
City of Moorpark Mayor
799 Moorpark Ave
Moorpark, CA 93021

The Honorable Daniel Groff
City of Moorpark District 2 Councilmember
799 Moorpark Ave
Moorpark, CA 93021

The Honorable Antonio Castro
City of Moorpark District 4 Councilmember
799 Moorpark Ave
Moorpark, CA 93021

The Honorable Troy Brown
City of Moorpark City Manager
799 Moorpark Ave
Moorpark, CA 93021

The Honorable Ky Spangler
City of Moorpark City Clerk
799 Moorpark Ave
Moorpark, CA 93021

Public Agencies and Property Owners

Vincent Mammano
Division Administrator
FHWA- California Division
888 S. Figueroa St., Ste. 440
Los Angeles, CA 90017

Director
Off. of Env Policy & Compliance
Dept. of the Int.
Main Interior Building, MS 2462
1849 “C” Street, NW
Washington, DC 20240

Director
Office of Environmental Management U.S. Department of Energy
1000 Independence Ave., SW
Washington, DC 20585

Brooks Engelhardt
District Conservationist
USDA - NRCS
3550 S Harbor Blvd
Oxnard, CA 93035

Emma Chow
Acting Asst. State Conservationist for Field Ops
USDA - NRCS
25864 Business Center Dr, Suite K
Redlands, CA 92374

CA State Clearinghouse
California State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

Environmental Review
Governor's Office of Planning and Research
PO Box 3044
Sacramento, CA 95812

Drew Bohan
Executive Director
California Energy Commission
1516 Ninth Street, MS-29
Sacramento, CA 95814

Liane M. Randolph
Board Chair
California State Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Joshua Eddy
Executive Director
California Dept. of Food and Agriculture
1220 N Street
Sacramento, CA 95814

Stacy St. James
S. Central Coastal Info. Center Coord.
California Office of Historic Preservation
P.O. Box 6846
Fullerton, CA 92834

Rachel Peterson
Executive Director
California Public Utilities Commission
505 Van Ness Ave
San Francisco, CA 94102

California Public Utilities Commission, Los Angeles Office
320 West 4th Street, Suite 500
Los Angeles, CA 90013

Kalin Kipling-Mojaddedi
Acting Deputy Sec. for Comms. and Ext. Affairs
California Environmental Protection Agency
1001 I Street, P.O. Box 2815
Sacramento, CA 95812-2815

Los Angeles Field Office
Department of Housing and Urban Development
300 North Los Angeles Street, Suite 4054
Los Angeles, CA 90012

James Stahl
Acting Chair
California Water Quality Control Board
320 W 4th Street, Suite 200
Los Angeles, CA 90013

Chris Margaris
Chief - Southern Division
California Highway Patrol
411 N. Central Avenue
Glendale, CA 91203

Dustin Gardner
Fire Chief
Ventura County Fire Dept.
165 Durley Ave.
Camarillo, CA 93010

Station 42
Moorpark Local Fire Station
Ventura County Fire Dept.
(Moorpark Local)
295 E. High St.
Moorpark, CA 93021

Chad Cook
Deputy Chief
County of Ventura
165 Durley Ave.
Camarillo, CA 93010

Jose Rivera
Chief of Police, Ventura County
Sheriff's Office
County of Ventura
402 South Ventura Street
Ojai, CA 93023

Dave Ward
Planning Director
Ventura County Resource
Management Agency
800 South Victoria Ave.
Ventura, CA 93009

Susan Curtis
Assistant Planning Director
Ventura County Resource
Management Agency
800 South Victoria Ave.
Ventura, CA 93009

Winston Wright
Permit Administrator
Ventura County Resource
Management Agency
800 South Victoria Ave.
Ventura, CA 93009

Jeff Pratt
Ventura County Public Works
Agency Director
Ventura County Public Works
800 South Victoria Ave.
Ventura, CA 93009

David Fleisch
Assistant Agency Director
Ventura County Public Works
800 South Victoria Ave.
Ventura, CA 93009

Chris Kurgan
Roads and Transportation Director
Ventura County Public Works
800 South Victoria Ave.
Ventura, CA 93009

Jim Fryhoff
Ventura County Sheriff
Ventura County Sheriff's Office
800 South Victoria Avenue
Ventura, CA 93009

Daniel Kim
Public Works Director/City Engineer
City of Moorpark Department of
Public Works
627 Fitch Ave.
Moorpark, CA 93021

Doug Spondello
Deputy Community Development
Director
City of Moorpark
799 Moorpark Ave.
Moorpark, CA 93021

Bert Rapp
General Manager
Ventura River Water District
409 Old Baldwin Rd.
Ojai, CA 93023-9702

Larry Chung
Vice President, Local Public Affairs
Southern California Edison
2131 Walnut Grove Ave.
Rosemead, CA 91770-3769

Senior Deputy Becky Purnell
Beat Coordinator
Moorpark Police Services Center
610 Spring Road
Moorpark, CA 93021

[redacted]
10742 W Los Angeles Ave
Moorpark, CA 93021

Property Owner/Resident
10951 W Los Angeles Ave
Moorpark, CA 93021

Brian Chase
Director of CA Legislative Public
Affairs
AT&T
2230 E Imperial Hwy
El Segundo, CA 90245

[redacted]
4651 Hitch Blvd.
Moorpark, CA 93021

[redacted]
11018 W Los Angeles Ave
Moorpark, CA 93021

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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

September 2022

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

TONY TAVARES
Director

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

Appendix B Form AD-1006

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request 8/7/2023	
Name of Project SR-118 Weigh Station Project		Federal Agency Involved Caltrans	
Proposed Land Use Transportation		County and State Ventura County, CA	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 8/7/2023	Person Completing Form: P. Fahnestock
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated 98,074	Average Farm Size 122
Major Crop(s) Strawberries, lemons, celery	Farmable Land In Govt. Jurisdiction Acres: 263,493 % 22.4	Amount of Farmland As Defined in FPPA Acres: 215,86 % 18.3	
Name of Land Evaluation System Used Storie	Name of State or Local Site Assessment System N/A	Date Land Evaluation Returned by NRCS 8/22/2023	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	4.4			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	4.4			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	4.4			
B. Total Acres Statewide Important or Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0017			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	21.7			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	75			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	15			
2. Perimeter In Non-urban Use	(10)	10			
3. Percent Of Site Being Farmed	(20)	20			
4. Protection Provided By State and Local Government	(20)	20			
5. Distance From Urban Built-up Area	(15)	5			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	10			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	4			
10. On-Farm Investments	(20)	15			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	2			
TOTAL SITE ASSESSMENT POINTS	160	102			
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	75			
Total Site Assessment *(From Part VI above or local site assessment)*	160	102			
TOTAL POINTS ***(Total of above 2 lines)***	260	176			

Site Selected: Site A	Date Of Selection 8/22/23	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

Collaboration between Caltrans and California Highway Patrol selected Site A as the best location for the proposed project.

Name of Federal agency representative completing this form: Caltrans	Date:

(See Instructions on reverse side) **Form AD-1006 (03-02)**

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, http://fppa.nrcs.usda.gov/lesa/.

Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s)of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)

Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.

Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.

Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.

Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.

2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.
Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \text{ X } 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

Appendix C Avoidance, Minimization, and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance and minimization measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. As the following ECR is a draft, some fields may not have been completed and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR. No significant impacts under CEQA are associated with this project, therefore mitigation measures are not proposed.

Description of Commitment	Commitment Source	Timing	Responsible Staff	Commitment Type
Agriculture and Forestry Resources				
F-1: During the project Design and Right-of-Way Phases, the Caltrans Division of Right-of-Way shall follow the Caltrans Right of Way Manual and will work with property owners impacted by the project to ensure just compensation from property acquisition.	Environmental Document	Design & Right-of-Way Phase	Caltrans Right-of-Way Agent	Minimization
Air Quality				
AQ-1: The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2023). This standard specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. A nonstandard special provision (NSSP) 14-9.05 shall be included in the Project Specifications package to mandate contractors to be responsible for complying with all rules and regulations implemented by air districts.	Environmental Document	Construction	AQ Specialist; Project Engineer; Resident Engineer	Minimization
AQ-2: Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the right-of-way line depending on local regulations.	Environmental Document	Construction	Resident Engineer	Minimization
AQ-3: Soil binder will be spread on any unpaved roads used for construction	Environmental Document	Construction	Resident Engineer	Minimization

purposes, and on all project construction parking areas.				
AQ-4: Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.	Environmental Document	Construction	Resident Engineer	Minimization
AQ-5: Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by CA Code of Regulations Title 17, Section 93114.	Environmental Document	Construction	Resident Engineer	Minimization
AQ-6: A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.	Environmental Document	Construction	AQ Specialist; Resident Engineer	Minimization
AQ-7: Equipment and materials storage sites will be located as far away from residential, and park uses as practicable. Construction areas will be kept clean and orderly.	Environmental Document	Construction	Resident Engineer	Avoidance
AQ-8: Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.	Environmental Document	Construction	AQ Specialist; Resident Engineer	Avoidance
AQ-9: Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.	Environmental Document	Construction	Resident Engineer	Minimization

AQ-10: All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.	Environmental Document	Construction	Resident Engineer	Minimization
AQ-11: Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.	Environmental Document	Construction	Resident Engineer	Minimization
AQ-12: To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.	Environmental Document	Construction	Resident Engineer	Minimization
AQ-13: Mulch will be installed, or vegetation planted as soon as practical after grading to reduce windblown PM in the area.	Environmental Document	Construction	Resident Engineer	Minimization
Biological Resources				
BIO-1: The disturbance of tree root zones and removal of whole trees will be avoided to the maximum extent feasible. The resident engineer, contractor, and project biologist will coordinate during project construction to minimize the disturbance area to the maximum extent feasible.	Environmental Document	Construction	Biologist; Resident Engineer	Avoidance
BIO-2: The Caltrans Environmental Division will review the plans, specifications, and estimates to ensure that the final project scope and design are consistent with this environmental document and the NESMI.	Environmental Document	Design	Biologist; Generalist; Environmental Construction Liaison	Minimization

Likewise, Caltrans Environmental will attend the pre-construction meeting to ensure implementation and compliance with the necessary avoidance and minimization measures.				
BIO-3: Caltrans standard construction Best Management Practices (BMPs) will be implemented, which include erosion and litter control to prevent unanticipated effects from occurring to biological resources.	Environmental Document	Construction	Resident Engineer	Minimization
BIO-4: Impacts to nesting birds shall be avoided by scheduling construction outside of the nesting bird season, which is February 1st – September 1st. If the project is scheduled during the nesting bird season, then the Nesting Bird Pre-Construction surveys will be conducted to avoid "taking" migratory birds. The nesting bird surveys will consist of a qualified biologist performing surveys no later than three days before the scheduled initiation of vegetation removal. If active nesting songbirds are observed within the trees to be removed, then the biologist will establish a no-work buffer around the nest until the fledglings are independent. The typical buffer is 150 feet away from the nest for songbirds and other non-raptors and 500 feet for raptors. If there is a lapse of three days or more after the initial survey, then the vegetation to be removed will need to be surveyed again. Caltrans will contact the California Department of Fish and Wildlife to verify the appropriate buffers and avoidance protocol for active nests.	Environmental Document	Pre-Construction	Biologist	Avoidance

BIO-5: Caltrans will ensure that no invasive species are planted.	Environmental Document	Design	Biologist; Landscape Architect	Avoidance
BIO-6: The Caltrans Division of Landscape Architecture shall be encouraged to include plant materials that are useful and provide nectar and shelter for Monarch butterflies and other native pollinating insects. The Caltrans Biological Unit will coordinate with the Division of Landscape Architecture to provide a plant palette of regionally appropriate native species to be planted as part of the project design.	Environmental Document	Design	Biologist; Landscape Architect	Minimization
Greenhouse Gas Emissions				
GHG-1: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).	Environmental Document	Construction	Resident Engineer	Minimization
GHG-2: Schedule truck trips outside of peak morning and evening commute hours.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-3: If a lane closure is required, schedule longer-duration lane closures to reduce number of equipment mobilization efforts.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-4: For improved fuel efficiency from construction equipment: • Maintain equipment in proper tune and working condition. • Use right sized equipment for the job.	Environmental Document	Construction	Resident Engineer	Minimization

• Use equipment with new technologies.				
GHG-5: Use alternative fuels such as renewable diesel for construction equipment.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-6: Use solar-powered construction equipment.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-7: Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-8: Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-9: Maximize use of recycled material.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-10: Reduce construction waste. For example, reuse or recycle construction and demolition waste.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-11: Use recycled water or reduce consumption of potable water for construction.	Environmental Document	Construction	Resident Engineer	Minimization
GHG-12: Install solar power source to supply power to highway facility components or buildings.	Environmental Document	Design	Project Engineer	Minimization
GHG-13: Maximize use of solar cells for point-of-use energy source. Give	Environmental Document	Design	Project Engineer	Minimization

consideration to compatibility with existing structures.				
GHG-14: Installation of zero-emission vehicle (ZEV) infrastructure (e.g. electric vehicle charging stations).	Environmental Document	Design	Project Engineer	Minimization
Hazards and Hazardous Materials				
HAZ-1: A site investigation (SI) followed by soil sampling shall be conducted in the project Design phase to classify soils in the project area that contain potential ADL, pesticide residue, and/or crude oil. The site investigation will determine whether soils are classified as federal or state hazardous waste that requires off-site disposal at a permitted Class I California hazardous waste disposal facility or can be relinquished to the contractor with or without restrictions on land use. The SI will be performed after right-of-way appraisal maps are received and entry permits are obtained by the Division of Right-of-Way.	Environmental Document	Design	Hazardous Waste Specialist	Minimization
Hydrology and Water Quality				
WQ-1: A Stormwater Pollution Prevention Program (SWPPP) must be developed in the project Design phase and implemented during Construction.	Environmental Document	Design	Stormwater Engineer	Minimization
Noise				
N-1: Equipment Noise Control should be applied when updating old equipment and designing new equipment to meet mandated noise levels. Examples can include mufflers, sealed and lubricated tracks, lowered exhaust	Environmental Document	Construction	Resident Engineer	Minimization

pipe exit height, and general noise control technology.				
N-2: In-Use Noise Control shall be applied to existing equipment that is not permitted to produce noise levels more than specified limits. Any construction equipment that does not meet specified limits would be required to meet compliance by repair, retrofit, or replacement. All equipment applying the in-use noise limit would achieve an immediate noise reduction if properly enforced.	Environmental Document	Construction	Resident Engineer	Minimization
N-3: Site restrictions shall be applied to achieve noise reduction through methods such as shielding with barriers for equipment and the construction site, truck rerouting and traffic control, time scheduling, and equipment relocation.	Environmental Document	Construction	Resident Engineer	Minimization
N-4: Personal training of operators and supervisors shall be conducted to educate employees to be sensitive to noise impact problems and noise control methods.	Environmental Document	Construction	Noise Specialist; Resident Engineer	Minimization
Utilities and Service Systems				
U-1: Caltrans will work with the Ventura County Public Works Department, as well as all impacted utility providers and landowners throughout the project Design and Construction phases to ensure minimal service disruption.	Environmental Document	Design & Construction	Utility Engineer	Minimization

Appendix D List of Technical Studies Bound Separately

Air Quality Report

Energy Analysis Technical Memorandum

Farmland Study

Noise Study Report

Natural Environment Study - Minimal Impacts

Location Hydraulic Study

Summary Floodplain Encroachment Report

Historical Property Survey Report

Hazardous Waste Assessment

Visual Impact Assessment Questionnaire

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

Susan Tse Koo
District 7 Environmental Division
California Department of Transportation
100 S. Main St., 16A, Los Angeles, CA 90012

Or send your request via email to: Susan.Tse@dot.ca.gov

Or call: (213) 269-1106

Please provide the following information in your request:

Project title: SR-118 Weigh Station Project

General location information: SR-118

District number-county code-route-post mile: 07-VEN-118 PM 14.7/15.6

Project ID number: 0718000176