CITY OF SANTA BARBARA
SANTA BARBARA MUNICIPAL AIRPORT
TERMINAL IMPROVEMENT PROJECT

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ADDENDUM TO:
2017 FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE 2017 SANTA BARBARA AIRPORT MASTER PLAN

State Clearinghouse No. 2014061096

Final EIR Certified July 2017

JUNE 2026

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1 INTRODUCTION

1.1 Background

In 2017, the City of Santa Barbara (City) completed the 2017 *Santa Barbara Airport Master Plan* (Master Plan) to provide guidelines for the Santa Barbara Municipal Airport's (SBA or Airport) overall development, maintenance, and operation over the next 20 years (City of Santa Barbara, 2017). The 2017 Master Plan identified and anticipated future facility needs to ensure that the City could effectively coordinate environmental review, project approvals, design, financing, and construction, while minimizing the detrimental effects of maintaining and operating inadequate or inefficient facilities. The City's Airport Department had identified the following goals for the Master Plan: relocation of general aviation facilities and new general aviation improvements, airfield safety improvements, consolidation of automobile parking associated with the John T. Rickard Airline Terminal (Terminal), and Terminal improvements. The Master Plan resulted in the development of a proposed Terminal improvements, the Recommended Terminal Area Development, that would accommodate future forecast needs.

In accordance with the California Environmental Quality Act (CEQA), the City prepared an Environmental Impact Report (EIR), the *Program EIR on the Proposed Airport Master Plan* (PEIR), to identify and report potential environmental impacts resulting from implementation of projects identified in the 2017 Master Plan. Per Section 15151 of the CEQA Guidelines, the PEIR identified potentially significant environmental impacts, the manner in which those significant impacts could be avoided or significantly lessened, any significant and unavoidable impacts that could not be mitigated, and a range of reasonable alternatives to the 2017 Master Plan projects that feasibly could attain project objectives while avoiding or substantially lessening any significant environmental effects. The 2017 Final PEIR (FPEIR) was certified by the City in July 2017.

1.2 Need for an Addendum

In 2022, the City initiated a Master Plan Update to address forecast growth beyond the timeframe analyzed in the 2017 Master Plan. The Master Plan Update determined that additional Terminal space to accommodate near-term forecast needs is necessary to address existing space limitations that affect access for persons with disabilities and to maintain passenger level of service (LOS) standards. Based on this determination, additional Terminal improvements were considered to address the more immediate need for additional space. As such, the current proposed Terminal Improvement Project (Proposed Project) was developed from the Recommended Terminal Area Development identified in the 2017 Master Plan. As the Proposed Project varies from the Recommended Terminal Area Development evaluated in the

FPEIR, an addendum is required to determine if the Proposed Project would result in any new significant environmental effects or impacts substantially more severe than those previously disclosed in the FPEIR.

This Addendum to the FPEIR has been prepared in accordance with Section 15164 of the CEQA Guidelines. According to this section, an addendum to a previous EIR may be prepared if only minor technical changes or revisions are needed to ensure the adequacy of a previously certified EIR, and when those updates do not result in any new significant environmental effects or impacts substantially more severe than those previously disclosed.

Section 15164 of the CEQA Guidelines also states that an addendum need not be circulated for public review but can be included in or attached to the Final EIR. The City shall consider this Addendum with the approved 2017 FPEIR prior to making a decision on the Proposed Project.

This Addendum addresses all relevant environmental issues and related technical analyses resulting from implementation of the Proposed Project based on the CEQA Guidelines.

2 PROJECT DESCRIPTION

2.1 Project Location

The Airport is owned and operated by the City and is located approximately eight miles west of downtown Santa Barbara, adjacent to the City of Goleta, County of Santa Barbara, and the University of California, Santa Barbara (UCSB) (**Exhibit 2-1**). The Airport encompasses approximately 948 acres and is generally bound by Los Carneros Road on the west, Hollister Avenue and the Southern Pacific Railroad on the north, South Fairview Avenue and Moffett Place on the east, and the UCSB main campus on the south. Regional access to the Terminal is provided via U.S. Highway 101 (U.S. 101) via Clarence Ward Memorial Boulevard (State Route [SR] 217). The Airport can also be accessed from U.S. 101 via South Fairview Avenue or Los Carneros Road to Hollister Avenue, which crosses Airport property on the north side.

2.2 Project Description

The focus of this Addendum is the Proposed Project, which includes refinements that have occurred since the FPEIR was certified in 2017. As detailed in the FPEIR, the Recommended Terminal Area Development included Terminal improvements that would include an additional 16,190 square feet (sf) to the footprint of the Terminal and the redevelopment of approximately 31,600 square yards (sy) of Terminal and overflow apron to accommodate forecast activity levels at the Airport. The Terminal improvements that were described would result in two additional aircraft gates and three passenger loading bridges. Additional vehicle parking would be provided by constructing/expanding two surface parking lots with a total of up to 1,315 additional parking spaces. The Terminal's loop road would be extended to access the new surface parking lots and the redeveloped Terminal. Additionally, a lavatory dump station would be constructed approximately 200 feet east of the southern end of Taxiway E.[1] Details of the updated Proposed Project are provided in **Section 2.2.1**.

The Proposed Project does not change the overall footprint of the Recommended Terminal Area Development as presented in the FPEIR and only refines the individual components within the footprint. **Table 2-1** provides a summary of the Proposed Project components compared to what was presented in the FPEIR. As shown in **Table 2-1**, the Proposed Project includes Terminal improvements that would include an additional 16,500 sf (approximately 310 sf larger than presented in the FPEIR) to the footprint of the Terminal and the redevelopment of approximately 20,400 sy of Terminal and overflow apron (approximately 11,200 sy smaller than presented in the FPEIR). The airside pavement would not be expanded beyond existing limits.

[1] Taxiway E was identified as Taxiway B in the Master Plan and FPEIR. Taxiway names were changed in 2024 as part of the Airfield Markings, Signage, and Lighting Project.

EXHIBIT 2-1: AIRPORT LOCATION

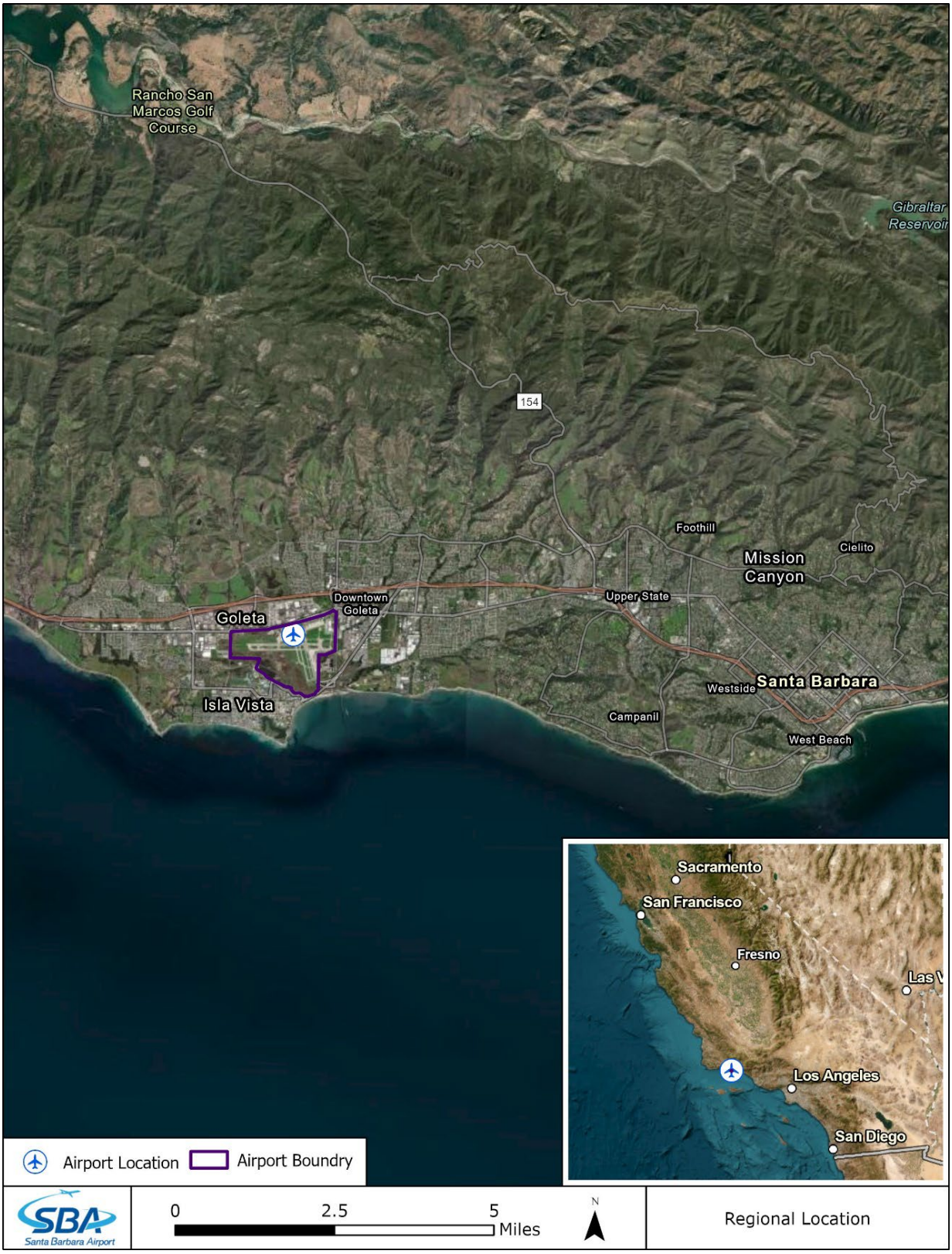

TABLE 2-1: SUMMARY OF CHANGES BETWEEN THE 2017 FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT AND THE PROPOSED PROJECT

Facility	2017 Final Program Environmental Impact Report (FPEIR)	2026 Proposed Project Components Evaluated in this Addendum	Differences between 2017 FPEIR and 2026 Proposed Project Components
Terminal Building Improvements	• 16,190 square feet (sf) increase in footprint o Additional internal sf not defined • 2 additional ground-loading aircraft gates • 3 additional passenger boarding bridges	• 16,500 sf increase in footprint o 32,500 sf additional internal space from existing • 2 additional ground-loading aircraft gates • 2 additional passenger boarding bridges	• 310 sf more in footprint o Unknown change in internal sf • One fewer passenger boarding bridge
Terminal and Overflow Apron Redevelopment	• 31,600 square yards (sy)	• 20,400 sy	• 11,200 sy fewer
General Aviation (GA) Facilities	• Relocation of GA facilities south of the Terminal building to the north side of the Airport	-	• Relocation of GA facilities is not included in the Proposed Project
Automobile Parking	• Expansion of two surface parking lots, east and south of the Terminal, for up to 1,315 additional parking spaces o 115 parking spaces east of Terminal o 1,200 parking spaces south of Terminal o No specific mention of demolition Building 122, but it would have been necessary for the parking lot improvements and the	• Demolition of Building 122 south of the Terminal	• Parking lot expansions not included • No work at the parking lot east of Terminal • Addition of demolition of Building 122

Facility	2017 Final Program Environmental Impact Report (FPEIR)	2026 Proposed Project Components Evaluated in this Addendum	Differences between 2017 FPEIR and 2026 Proposed Project Components
	extension of the Terminal loop road.		
Terminal Loop Road	• Extension of the Terminal loop road to access the new surface parking lots and the redeveloped Terminal	• Construction of a new access road to the loading dock	• No work to the Terminal loop road is included in the Proposed Project • Addition of new access road
Taxiway E (TW E) Realignment	• Realignment of Taxiway E to provide consistent separation from Runway 15L-33R as well as additional apron space at the Terminal	-	• Realignment of Taxiway E is not included in the Proposed Project
Lavatory Dump Station	• Construction of a lavatory dump station approximately 200 feet east of the southern end of Taxiway E	-	• Construction of the lavatory dump station is not included in the Proposed Project

Additionally, compared to what was presented in the FPEIR, the Proposed Project would result in one fewer passenger loading bridge and a new access roadway instead of the realignment of the Terminal loop road. The adjustment to surface parking would result in the demolition of Building 122, which was not specifically addressed in the FPEIR, but would have been necessary for the expansion of the short-term parking lot and the extension of the Terminal loop road that were analyzed in the FPEIR. A portion of Building 122 is used as a breakroom for Airport employees and the rest is leasable space. Following demolition, the breakroom would be accommodated within the redeveloped Terminal area. A detailed description of the Proposed Project is included in **Section 2.2.2**.

2.2.1 Project Components from the 2017 FPEIR Not Included in the Proposed Project

Project components that were initially identified in the FPEIR and are not included in the Proposed Project include:

- Relocation of GA facilities south of the Terminal building to the north side of the Airport
- Expansion of two surface parking lots, east and south of the Terminal, for up to 1,315 additional parking spaces
- Extension of the Terminal loop road to access the new surface parking lots and the redeveloped Terminal
- Realignment of Taxiway E to provide consistent separation from Runway 15L-33R as well as additional apron space at the Terminal
- Construction of a lavatory dump station approximately 200 feet east of the southern end of Taxiway E

2.2.2 Proposed Project Details

The Proposed Project has been developed to accommodate existing and forecast passenger demands at the Airport, as identified in collaboration with the Federal Aviation Administration (FAA). The following primary factors were considered when preparing the Airport's aviation activity forecast:

- Historic aviation traffic at SBA;
- Review of previous forecasts and studies at SBA;
- Factors that affect aviation demand;[2]

[2] Based on terminal projects at other airports within the country, there is no correlation between the construction of the passenger terminal building and an increase in annual enplanements. The data show that the passenger terminal building is not of significance in determining the operational capacity of an airport, and enplanement increases are not driven by the size of a terminal or number

- Forecast development for passenger enplanements, air cargo tonnage, and aircraft operations; and
- Socioeconomic data for the region.

The forecast was developed to quantify future facility requirements based on passenger demand, aircraft operations, and cargo tonnage at planning activity levels over a reasonable planning horizon. FAA Advisory Circular (AC) 150/5360-13A, which references Airport Cooperative Research Program (ACRP) Report 55, encourages airport owners to strive for a balanced level of service.[3] Section 5.2.2 of the AC specifically encourages airport owners to strive for a balanced level of service resulting in a facility neither overbuilt nor underbuilt for its purpose. As such, the Proposed Project would have no effect on aircraft operations nor would it increase passenger vehicle traffic beyond the existing forecast.

The FPEIR for the 2017 Master Plan assumed 622,974 annual passenger enplanements for the opening year of 2030. The revised Proposed Project and 2025 Master Plan Update forecasts 830,258 annual passenger enplanements for the opening year 2030, representing an increase of 207,284 annual passenger enplanements compared to the 2017 Master Plan.

The Proposed Project (shown in **Exhibit 2-2**) would result in the expansion of the existing Terminal footprint by approximately 16,500 sf to accommodate the internal improvements, including approximately 32,500 sf of additional internal space within the existing Terminal.

Interior improvements within the existing Terminal area on the first floor would include enhancements to the existing ticketing/check-in and baggage-claim areas, new offices for the Air Traffic Organization, a change in escalator orientation, the addition of an elevator, and expanded space for baggage make-up and baggage offices.

Interior improvements on the second floor would include additional passenger seating areas, an expanded security screening area, a new service animal relief area, and a lactation room. Internal infrastructure improvements would include a new metered domestic water supply, new sanitary sewer, and electrical service upgrades.

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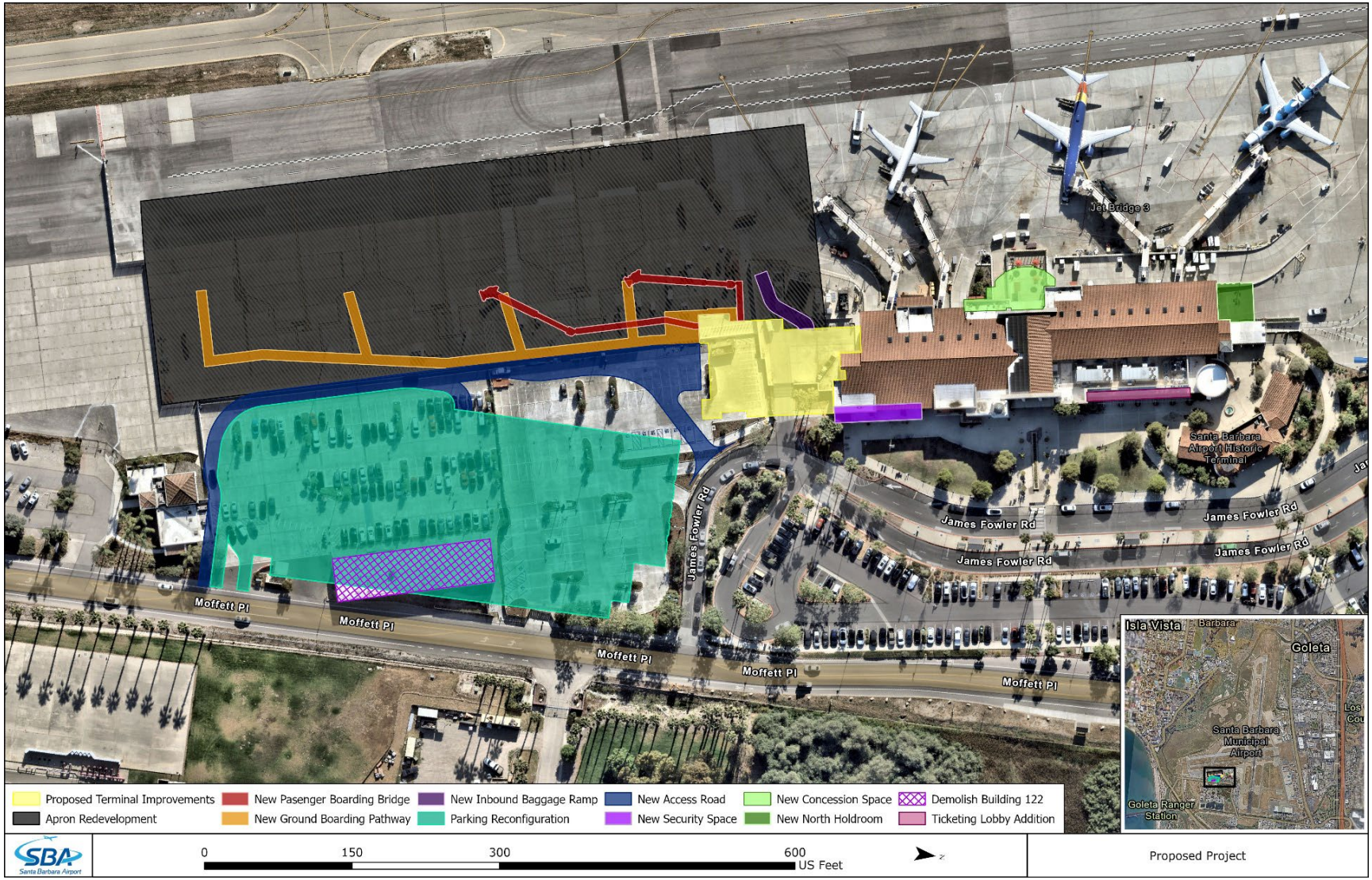
of gates available at a terminal. The demand for air transportation is a function of the socioeconomic conditions of the region served by the airport, not the attractiveness of a new passenger terminal building.

[3] FAA, Advisory Circular 150/5360-13A, *Airport Terminal Planning*, July 13, 2018. Available: https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC-150-5360-13A-Airport-Terminal-Planning.pdf.

EXHIBIT 2-2: PROPOSED PROJECT



The Terminal improvements would include the components in each quadrant of the Terminal as described below and presented in **Table 2-2**. A detailed overview of the proposed internal Terminal improvement components is provided in **Appendix A**.

TABLE 2-2: PROPOSED INTERNAL TERMINAL IMPROVEMENT COMPONENTS BY LOCATION WITHIN TERMINAL

Location of Terminal Improvements	Approximate New Area (in square feet)	Approximate Reconstructed Area (in square feet)	Approximated Number of Seats Added
North End Total	2,000	-	100
South End Total	25,000	2,000	400
West Side Total	3,000	500	100
East Side Total	2,500	2,500	-
Terminal Improvements Total/a/	32,500	5,000	600

Notes:
/a/ The totals presented in this table represent current conservative estimates based on preliminary design. Final totals may change once design of the Terminal Improvement Project has been completed.

- **North End of the Terminal.** Improvements on the north end of the existing Terminal would include approximately 2,000 sf of additional space to accommodate baggage make-up on the first floor and additional passenger holdroom space on the second floor.
- **South End of the Terminal.** Improvements on the south end of the existing Terminal would include approximately 25,000 sf of net additional space to accommodate enhancements to the baggage claim areas and the inbound baggage area, office space, storage for mechanical and maintenance supplies, rental car counter space, and a new passenger holdroom for ground boarding on the first floor. On the second floor, improvements would include additional passenger holdroom space, additional restroom facilities, and new breakrooms and offices for Transportation Security Administration (TSA) staff.

  The south end of the Terminal would also be redeveloped to add two new passenger boarding bridges to replace two existing remain-over-night (RON) aircraft parking positions. Additionally, a third existing RON aircraft parking position and the adjacent overflow aircraft apron would be redeveloped as two new ground-boarding gates.
- **West Side of the Terminal.** Improvements on the west side of the existing Terminal would include approximately 3,000 sf of additional space to accommodate an expanded entry and new airline office space on the first floor and an additional kitchen, concession, and an outdoor terrace on the second floor.
- **East Side of the Terminal.** Improvements on the east side of the existing Terminal would include approximately 2,500 sf of additional space to

accommodate a ticketing lobby addition on the first floor and additional TSA security and checkpoint space on the second floor.

In addition to the above improvements, the Proposed Project also includes reconfiguration of associated roadways, parking areas, and landscaping. These additional improvements include the following:

- **Terminal Loop Road.** Terminal Loop Road would be reconfigured to add an access driveway to the loading dock for delivery vehicles at the south end of the Terminal. The delivery vehicles would then exit further south onto Moffett Place near 404 Moffett Place.
- **Security Fence.** The southern end of the existing security fence may need to be shifted south to accommodate the redeveloped aircraft apron and fourth aircraft parking position.
- **Vehicle Service Road (VSR).** The existing airside VSR that runs behind the existing RON spaces would be extended to service the fourth aircraft parking position.

2.2.3 Demolition

Demolition and soil removal would occur in all locations of ground disturbance. The Proposed Project would require demolition on all four sides of the Terminal to accommodate the above-described improvements. Building demolition would include materials such as cement plaster, windows, and clay tile roof. Site demolition would primarily be the demolition of concrete pavement and is anticipated to produce approximately 1,240 tons of demolition waste. Details of demolition of the Terminal are included in **Appendix A**.

2.2.4 Construction

Construction activities associated with the Proposed Project are anticipated to begin in the fall of 2027 and be completed around the spring of 2029. The Terminal would need to remain operational throughout construction. Therefore, the Proposed Project would need to be constructed in phases to reduce effects on Airport operations. Most of the construction work is expected to take place during regular working hours, but some work may need to be completed outside those hours to accommodate continuous airport operations.

The Proposed Project would require a variety of personnel (laborers, carpenters, welders, operators, etc.) to fully construct the Proposed Project. During the most active working periods, 50 to 100 workers may be on site at one time. The Proposed Project's foundation would most likely require general soil disturbance of about 18 inches below existing grade at all locations of ground disturbance. Isolated pad footing locations may require soil disturbance of roughly five feet below existing

grade. New utilities would most likely disturb soil approximately three feet below existing grade within area that has been disturbed due to prior Airport development.

The Proposed Project site is in a 100-year floodplain and would likely require substantial fill to elevate the ground floor of the Proposed Project to level (roughly 1,100 cubic yards).

The proposed construction staging area would be located on Airport property, just south of the Proposed Project improvements. Equipment, materials, and a temporary construction office trailer are expected to be located in the staging area.

3 ANALYSIS OF ENVIRONMENTAL IMPACTS

The scope of the analysis of the 2017 FPEIR was determined based on an Initial Study completed for the Airport's 2017 Master Plan in June 2014 and an Environmental Scoping hearing conducted at a City Planning Commission meeting in July 2014. Per CEQA Guidelines Section 15143, the FPEIR focused on significant effects on the environment "with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study." The 2017 Master Plan's Initial Study was referenced in the FPEIR and included in the FPEIR in Appendix A. The analysis within these two documents (herein collectively referred to as the FPEIR or 2017 FPEIR) is the basis for which this Addendum "tiers" from and for which the Proposed Project is evaluated against.

Impact level determinations were made in the 2017 FPEIR using City impact significance guidelines and criteria for each impact topic and are specified by environmental resource category. The following impact categories were used in the assessment of potential impacts in the 2017 FPEIR based on the City's system of classifying impact significance levels:

- Class I, Significant Environmental Impact: An impact to the environment that remains significant even after mitigation measures are applied;
- Class II, Less than Significant Impact with Mitigation: A potentially significant impact that can be avoided or reduced to an insignificant level with mitigation incorporated;
- Class III, Less than Significant Impact; and
- Class IV, Beneficial Impact.

This chapter analyzes the environmental effects of the Proposed Project compared to those accounted for in the 2017 FPEIR to determine if new significant impacts or more severe effects than previously identified would occur. Applicable mitigation measures identified in the 2017 FPEIR would be incorporated into the Proposed Project (see **Appendix B**). If new significant impacts or more severe effects are anticipated, a Subsequent EIR may be required.

In addition, the City has developed an Environmental Review Universal Screening Tool to help identify if further environmental review may be required (City of Santa Barbara, 2025). This screening tool is used and referenced in this chapter, where appropriate.

The following environmental resource categories are analyzed in this chapter, as required under the CEQA Guidelines:

- Aesthetics
- Agriculture/Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

A project study area was developed for use in this Addendum for analysis of impacts (see **Exhibit 3-1**). The project study area includes the footprint of the Proposed Project and the boundary within which all components and staging areas would be located and, therefore, where there is potential for direct effects to occur. Unless otherwise stated, this project study area was used in the analyses throughout **Chapter 3**. The project study area is located completely within the FPEIR study area. The environmental setting of the project study area has not changed since the time the FPEIR was completed.

3.1 Aesthetics

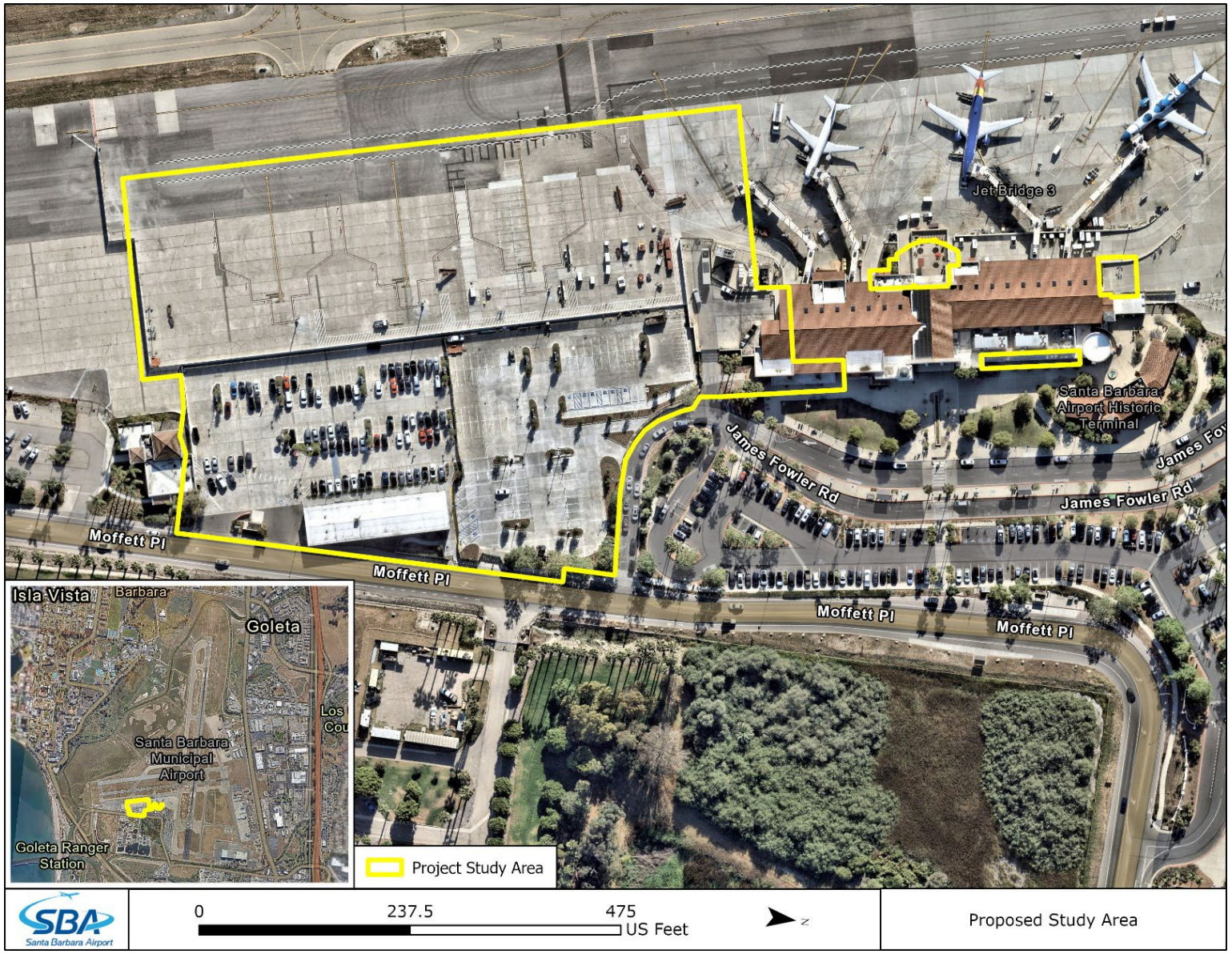
3.1.1 FPEIR Analysis Determination

The FPEIR determined that the Recommended Terminal Area Development would be consistent with the character and existing land use at the Airport, so it would not have the potential to significantly affect a scenic vista or resources, the existing visual character or quality of the site, the existing topography, or light or glare in a way that nighttime views would be affected.

3.1.2 Proposed Project Analysis

The environmental setting of the project study area has not changed since the time the FPEIR was completed, and the overall footprint of the Proposed Project is the same as the Recommended Terminal Area Development. The Proposed Project does not introduce any new information that would require further analysis of aesthetic resource effects beyond what was already addressed in the FPEIR. The Proposed Project would not result in new significant impacts or more severe effects on aesthetic resources than previously disclosed, and no new mitigation measures are necessary.

EXHIBIT 3-1: PROJECT STUDY AREA



In addition, according to the *Environmental Review Universal Screening Tool* provided by the City (City of Santa Barbara, 2025), further environmental review of aesthetic impacts is not needed because the project study area does not include any open space or unique visual resource, and would not result in substantial additional light or glare. Therefore, the aesthetics impact determination remains unchanged, and no further analysis is required.

3.1.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required for the Proposed Project.

3.2 Agriculture and Forestry Resources

3.2.1 FPEIR Analysis Determination

Agriculture and forestry resources were not analyzed in the FPEIR; however, no agricultural or forestry resources are within or near the project study area.

3.2.2 Proposed Project Analysis

The Proposed Project would occur entirely on Airport property and on land designated for City and aeronautical use. According to the U.S. Department of Agriculture, no prime farmlands are within or adjacent to the project study area (U.S. Department of Agriculture, 2026). Therefore, the Proposed Project would not affect prime farmland, conflict with existing zoning, result in the loss of forest land, or affect the environment in a way that could result in the conversion of farmland. The Proposed Project would have no impact on agriculture and forestry resources, and no further analysis is required.

3.2.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required for the Proposed Project.

3.3 Air Quality

3.3.1 FPEIR Analysis Determination

The Airport is located in the South Central Coast Air Basin, which consists of San Luis Obispo, Santa Barbara, and Ventura Counties. Santa Barbara County is in attainment for all federal and state ambient air quality standards except for particulate matter with a diameter of 10 micrometers or less (PM_{10}).

The FPEIR concluded that the Master Plan projects would have a less-than-significant impact on long-term air quality and would not result in substantial pollutant concentrations or nuisance odors. The FPEIR also concluded that the Proposed Project

would have a less-than-significant impact on air quality and dust control with mitigation. Further, it was determined that the Master Plan projects would be consistent with the Clean Air Plan and that the cumulative effect on regional air quality would be less than significant.

3.3.2 Proposed Project Analysis

Since the certification of the FPEIR, the design and construction schedule of the Proposed Project has been refined from the scale of the original Recommended Terminal Area Development; therefore, a subsequent construction air quality analysis was conducted for the Proposed Project. See **Table 3-1** below for the results of the construction emissions inventory. Detailed data sheets for the construction emissions inventory are included in **Appendix C**.

TABLE 3-1
CONSTRUCTION CRITERIA POLLUTANT EMISSION INVENTORY - PROPOSED PROJECT

	Relevant Criteria Pollutant Emissions					
Year	**CO**	**NO_X**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**CO_2e**
2027	0.36 tons/year 2.0 lbs/day	0.28 tons/year 1.5 lbs/day	<0.005 tons/year 0.01 lbs/day	0.01 tons/year 0.07 lbs/day	0.01 tons/year 0.05 lbs/day	100 tons/year 603 lbs/day
2028	3.4 tons/year 19 lbs/day	1.7 tons/year 9.0 lbs/day	0.01 tons/year 0.04 lbs/day	0.19 tons/year 1.0 lbs/day	0.07 tons/year 0.38 lbs/day	814 tons/year 4,914 lbs/day
2029	0.67 tons/year 3.7 lbs/day	0.42 tons/year 2.3 lbs/day	<0.005 tons/year 0.01 lbs/day	0.03 tons/year 0.14 lbs/day	0.02 tons/year 0.08 lbs/day	163 tons/year 984 lbs/day
NAAQS *de minimis* Thresholds	100 tons/year	100 tons/year	100 tons/year	100 tons/year	100 tons/year	None
APCD Thresholds	None	25 lbs/day	150 lbs/day	80 lbs/day	None	10,000 tons/year
Exceedance of Threshold?	No	No	No	No	No	No

Notes: CO – carbon monoxide; NO_X = oxides of nitrogen; SO_2 = sulfur dioxide; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = fine particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; CO_2e = carbon dioxide equivalent; APCD = Santa Barbara County Air Pollution Control District; NAAQS = National Ambient Air Quality Standards; yr = year; lbs = pounds.
Source: CalEEMod, 2025; EPA, 2025; RS&H, 2025.

As shown in **Table 3-1**, construction of the Proposed Project would not result in an exceedance of Santa Barbara County Air Pollution Control District (APCD) thresholds

or National Ambient Air Quality Standards (NAAQS) thresholds, as implemented by the U.S. Environmental Protection Agency (USEPA).

Because the Proposed Project has a relatively similar footprint to the Recommended Terminal Area Development analyzed in the FPEIR, operation of the Proposed Project would result in similar effects as were disclosed in the FPEIR. Therefore, the Proposed Project would not result in new significant impacts or substantially more severe impacts related to air quality that were not previously disclosed in the FPEIR. In addition, no new mitigation measures that would more substantially reduce the potential effects of the Proposed Project and that have not already been considered in the FPEIR are needed. For these reasons, air quality impact determinations would remain unchanged, and no further analysis is required.

3.3.3 Applicable Mitigation Measures from 2017 FPEIR

Mitigation measures were identified in the FPEIR to reduce the potential effect of Master Plan projects on air quality. The following mitigation measure from the FPEIR would apply to the Proposed Project:

- AQ/mm-1: As a condition of approval, all construction and/or building removal projects occurring under the proposed Master Plan shall be required to estimate said project's combined emissions from all construction equipment to ensure that the project would not exceed 25 tons of any criteria pollutant except carbon monoxide (CO) within a 12-month period. Standard equipment exhaust mitigation measures recommended by the County Air Pollution Control District (APCD) for such projects shall be implemented, as appropriate.

With this mitigation measure in place, the Proposed Project's air quality impact would remain less-than-significant with mitigation. No new mitigation measures are required.

3.4 Biological Resources

3.4.1 FPEIR Analysis Determination

A biological assessment for the FPEIR identified federal and state special-status species and communities in the project study area. Parts of the Airport not occupied by facilities consist of a major portion of the Goleta Slough Ecological Reserve (GSER), Goleta Slough State Marine Conservation Area, and a variety of modified habitats. According to the FPEIR, four special-status bird species and two special-status fish species are likely to occur at the Airport, and one special-status natural community of southern coastal salt marsh occurs on Airport property. None of these biological resources is present within the Recommended Terminal Area Development area.

The FPEIR found that Master Plan projects located within the GSER may result in less-than-significant impact with mitigation to the GSER because they would not result in the "elimination, substantial reduction, or disruption of important natural vegetative communities, wildlife habitat, migration corridors, or habitats supporting sensitive species" after mitigation. The FPEIR also concluded that the Master Plan projects would have less-than-significant impact with mitigation on protected birds by avoiding construction during breeding and nesting seasons and/or by maintaining suitable buffers from sensitive areas. None of these effects were associated with the Recommended Terminal Area Development, as described in the Master Plan. However, there is potential for birds to nest on the structures that would be demolished to expand the Terminal. Therefore, Mitigation Measure Bio/mm-3 to conduct preconstruction nesting surveys, as identified in **Section 3.4.3**, would apply.

3.4.2 Proposed Project Analysis

The project study area is located entirely on Airport property, which is on a coastal plain. Although some of the Airport parcel is within the boundaries of the GSER, the majority of the Airport operations and facilities are not, including the project study area, which is outside both the historic and existing boundaries of the slough. No creeks or wetlands exist within the project study area.

According to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool, no critical habitats are present within the project study area, but eighteen species of federal and state concern have the potential to occur within the project study area (U.S. Fish and Wildlife Service, 2025) (California Department of Fish and Wildlife, 2026). In addition, according to the USFWS, 33 migratory bird species have the potential to occur within the project study area. The Proposed Project would not include the removal of trees; however, construction of the Proposed Project would involve the demolition of Building 122 and portions of the Terminal building, which are structures that may be used as nesting areas for migratory bird species. As specified in the FPEIR, no construction shall occur during avian breeding season unless a qualified biologist conducts a survey and determines no breeding habitat or habitat for nesting birds is within or near the project study area (see **Section 3.4.3**).

According to the biological resources section of the City's *Environmental Review Universal Screening Tool* (City of Santa Barbara, 2025), the Proposed Project would not require further environmental review because the project study area does not contain any wetlands, important biological resources, or Environmentally Sensitive Habitat Area as indicated by a previous site survey conducted for the 2017 Master Plan.

The existing characteristics of the project study area have not significantly changed since the certification of the FPEIR. Construction and operation of the Proposed Project would occur entirely on previously developed portions of Airport property. The

Proposed Project would not significantly alter the existing surrounding environment or include the removal of any vegetation, and the project study area does not include any suitable habitat for any protected species listed above or any critical habitats. With Mitigation Measure Bio/mm-3 incorporated, the Proposed Project would result in a less-than-significant impact on biological resources. The Proposed Project would not result in new significant impacts or substantially more severe effects related to biological resources that were not previously disclosed in the FPEIR, and no new mitigation measures are needed. Therefore, biological resource impact determinations would remain unchanged, and no further analysis is required.

3.4.3 Applicable Mitigation Measures from 2017 FPEIR

Mitigation measures were identified in the FPEIR to reduce the potential effect of Master Plan projects on biological resources. The following mitigation measure would apply to the Proposed Project:

- Bio/mm-3: No construction shall occur during the avian breeding season (February 1-September 1) unless a survey from qualified biologist with experience in conducting breeding bird surveys finds that no bird breeding habitat exists within 300 feet of the disturbance area (500 feet for raptors) or can state with certainty that such habitat does not contain nesting birds. Project personnel, including contractors working on the site, shall be instructed on the sensitivity of the area. Reductions in nest buffer distance may be approved by the City's Community Development Department depending on the avian species involved, ambient levels of human activity, screening vegetation, or other factors.

With this mitigation measure in place, the Proposed Project's biological resource impact would remain less than significant with mitigation. No new mitigation measures are required.

3.5 Cultural Resources

3.5.1 FPEIR Analysis Determination

A historic structures report (HSR) was conducted for the FPEIR to evaluate the eligibility of eight buildings at the Airport that are over 50 years in age for listing on the National Register for Historic Places (NRHP), the California Register for Historic Resources (CRHR), or the City Landmark, Structure of Merit, or Potential Historic Resources designation lists (see Appendix E of the FPEIR). The HSR included the following four tasks: a background archival search, evaluation of the buildings by an architectural historian for significance within the historic context, analysis of the proposed future developments to determine the potential for adverse change, and proposal of mitigation measures, as needed.

Of the eight buildings that were analyzed in the HSR, five were determined to be historic resources for CEQA purposes. No eligible buildings are located in the vicinity of the Recommended Terminal Area Development. These structures would not be affected by the Recommended Terminal Area Development.

In addition, a Master Archaeological Resources Assessment (MARA) was completed in 2009 to determine the sensitivity for archaeological resources within Airport property. Based on the MARA, the FPEIR identified the location of the Recommended Terminal Area Development to be moderately sensitive for Native American resources and, therefore, would require archaeological monitoring during excavation activities. The FPEIR concluded that Master Plan projects located within a moderate sensitivity zone of the MARA, such as the Recommended Terminal Area Development, could affect protected cultural resources; however, the impacts would be less than significant with mitigation.

3.5.2 Proposed Project Analysis

In addition to the five buildings identified in the FPEIR as historic, the Santa Barbara Old Main Airport Terminal, also known as the Earle Ovington Historic Terminal, is listed on the City's Historic Resources Inventory, which is a list consisting of those structures, sites, or features identified by the Historic Landmarks Commission or City's Architectural Historian as historically significant. The Earle Ovington Historic Terminal is located approximately 50 feet east of the northernmost portion of the of the Proposed Project. The Earle Ovington Historic Terminal was moved to this location as mitigation for the construction of the existing John T. Rickard Airline Terminal, which opened in 2011. The Historic Terminal would not be directly affected by the construction of the Proposed Project, and implementation of the Proposed Project would not change the visual character of the terminal and indirectly affect the Historical Terminal. Nonetheless, in accordance with the City's 2025 guidelines for historic resources environmental review, a pre-construction project briefing report shall be prepared to describe precautions to be taken to prevent any damage to the Historical Terminal.

According to the City's *2025 guidelines for historic resources environmental review*, the Proposed Project would not require additional environmental review regarding historic resources because no additional historic structures are near the project site that have not been previously considered in the FPEIR, and there are no structures within the project study area that are over 50 years old (City of Santa Barbara, 2025).

The environmental setting of the project study area has not changed since the time the FPEIR was completed. The Proposed Project does not introduce any new information that would require further analysis of cultural resource effects beyond what was already addressed in the FPEIR. The Proposed Project would not result in new significant impacts or substantially more severe effects related to cultural resources that were not previously disclosed in the FPEIR. In addition, the mitigation

measures described in the FPEIR related to archaeological resources remain valid, and no new mitigation measures that would more substantially reduce the potential effects of the Proposed Project and that have not already been considered in the FPEIR are needed. For these reasons, effects on cultural resources would not require the preparation of a subsequent EIR. Cultural resource impact determinations would remain as less-than-significant with mitigation, and no further analysis is required.

3.5.3 Applicable Mitigation Measures from 2017 FPEIR

Mitigation measures were identified in the FPEIR to reduce the potential effect of Master Plan projects on cultural and archaeological resources. The following mitigation measures would apply to the Proposed Project:

- CR/mm-2: All future projects under consideration within the Master Plan shall be evaluated based on the screening process set forth in the City's MARA. If a proposed project is located within a mapped moderate sensitivity zone, a determination shall be made by the City's Environmental Analyst regarding whether or not all proposed earth disturbance would be confined to areas of previous disturbance. The proposed project shall then follow the appropriate mitigation and reporting requirements provided in the MARA and in reports approved by the City's Environmental Analyst or Historic Landmarks Commission.
- CR/mm-3: The City's Standard Condition of Approval regarding "Unanticipated Archaeological Resources Contractor Notification" shall be implemented as necessary for all projects.

With these measures in place, the Proposed Project's cultural resource impact would remain less than significant with mitigation. No new mitigation measures are required.

3.6 Energy

3.6.1 FPEIR Analysis Determination

The FPEIR did not analyze potential energy impacts because energy-related factors were not included in the CEQA Appendix G Environmental Checklist until 2019, after the certification of the 2017 FPEIR.

3.6.2 Proposed Project Analysis

During construction, energy use would result from the operation of on- and off-road equipment and vehicles. On-road sources of energy consumption include the fuel consumption from construction workers driving to and from the Airport; delivery vehicles transporting materials to and from the Airport; earth removal activities; and construction debris removal. Off-road sources of energy consumption include the fuel consumption for equipment during construction. CARB's energy efficiency measures

(California Air Resources Board, 2023) apply to all self-propelled off-road vehicles that are 25 horsepower or more, as well as most two-engine vehicles. Energy consumption during construction would not exceed market supplies.

Electricity would be used during construction to power lighting and certain construction equipment. Certain heavy-duty construction equipment, such as tower cranes, could use electricity or alternative fuels, based on commercial availability. Construction of the Proposed Project would comply with all applicable federal, state, and local energy regulations that minimize the use of energy resources and require construction equipment to comply with the latest USEPA and California Air Resources Board (CARB) engine emission standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, construction-related electricity use would generally be considered temporary and negligible over the long term. Therefore, construction of the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of electricity.

The Proposed Project would be constructed using energy-efficient and modern building materials, appliances, equipment, and construction practices. Additionally, all new buildings would be constructed to meet CALGreen requirements (California Code of Regulations [CCR], Title 24, Part 11), which includes mandatory measures for nonresidential development in a variety of categories (e.g., materials conservation and resource efficiency). CCR, Title 24, Part 6 building regulations would apply to all new development or redevelopment, including: compliance with American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) 90.1 national standards; efficiency requirements for elevators and digital controls; and energy efficiency measures pertaining to building envelopes, mechanical systems, lighting (indoor, outdoor, and signage), electrical power distribution, and solar readiness. Per the direction of the City Council, new public buildings at the Airport will pursue Leadership in Energy and Environmental Design (LEED) Silver standards. Commercial construction would be designed to accommodate solar roof panels consistent with the City's General Plan.

Once operational, additional electricity would be needed for interior and exterior lighting, new passenger boarding bridges, new and expanded concessions, new electrified doors, a new elevator, expanded TSA security space, and the new concession kitchen. However, the additional energy required for the expansion of the existing Terminal would not result in a substantial increase in energy consumption.

The Proposed Project has been developed to accommodate existing and forecast passenger demands at the Airport and would not result in additional vehicle trips or changes to aircraft traffic patterns. As such, the Proposed Project would not require a substantial increase in fossil fuel consumption. Therefore, according to the *Environmental Review Universal Screening Tool* provided by the City, additional environmental review regarding energy is not needed (City of Santa Barbara, 2025).

The Proposed Project would adhere to all applicable state and local plans, policies, and regulations relating to renewable energy and energy efficiency and would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Additionally, the Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Although energy factors were not analyzed in the FPEIR, the Proposed Project would not have the potential to result in significant impacts relating to energy resources, and no mitigation measures are necessary. No further analysis is required.

3.6.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required for the Proposed Project.

3.7 Geology and Soils

3.7.1 FPEIR Analysis Determination

The FPEIR notes that the entire Goleta Valley, including the Airport, is located in a seismically active area with local faults present. The Airport also has high potential for liquefaction to occur because it is underlain by estuarine deposits and has a high water table. Therefore, the FPEIR determined that projects identified within the Master Plan could be adversely affected by seismic activity.

The FPEIR determined that the Master Plan projects would result in less-than-significant impacts related to fault rupture, ground shaking, and liquefaction, provided that mitigation measures—such as industry-standard engineering practices—are implemented to prevent major adverse effects. Similarly, potential risks associated with adverse soil conditions were also found to have a less-than-significant impact with mitigation, and erosion effects would be minimized through best management practices and sedimentation control measures.

The FPEIR notes that potentially compressible soils and expansive soils exist at the Airport. Therefore, the construction of identified projects could be adversely affected by adverse soil conditions. However, the Airport is relatively flat and does not have potential for significant landslides, and substantial soil erosion or loss of topsoil is not anticipated. As noted in the FPEIR, the Airport has an existing stormwater pollution prevention plan (SWPPP) and City Storm Water Management Program (SWMP) that include best management practices (BMPs) and sedimentation control measures to prevent significant adverse effects from construction of development projects.

As a result, the FPEIR found that all projects recommended by the Master Plan, including the Recommended Terminal Area Development, would have a less-than-significant impact with mitigation related to potential risks due to fault rupture,

ground shaking, liquefaction, and adverse soil conditions. In addition, potential impacts due to erosion would be less than significant.

3.7.2 Proposed Project Analysis

The Proposed Project is located within the same footprint as the Recommended Terminal Area Development and conditions have not changed since the FPEIR was certified. The Proposed Project would not result in new significant impacts or substantially more severe effects related to geology and soils that were not previously disclosed in the FPEIR. In addition, no new mitigation measures that would more substantially reduce the potential effects of the Proposed Project and that have not already been considered in the FPEIR are needed. Therefore, geology and soils impact determinations would remain less than significant with mitigation, and no further analysis is required.

3.7.3 Applicable Mitigation Measures from 2017 FPEIR

Mitigation measures were identified in the FPEIR to reduce the potential effect of Master Plan projects on geological risks and soil conditions. The following mitigation measures would apply to the Proposed Project:

- G/HAZ/mm-1: The design and construction of load-bearing structures shall be subject to the recommendations of a site- and project-specific geotechnical investigation and/or engineering report. This mitigation is not necessary for minor development projects such as the installation of replacement fencing or aboveground storage tanks, unless required by the building permit.

With this measure in place, the Proposed Project's geology and soils impact would remain less than significant with mitigation. No new mitigation measures are required.

3.8 Greenhouse Gas Emissions

3.8.1 FPEIR Analysis Determination

As discussed in the FPEIR, sources of direct CO and other greenhouse gas (GHG) emissions resulting from projects proposed in the Master Plan include project-related traffic, natural gas use, and landscaping/maintenance equipment. The FPEIR estimated operational GHG emissions at the Airport could increase from 17,699 metric tons (MT) carbon dioxide equivalent (CO_2e) to 26,753 MT CO_2e with the Master Plan buildout (2032). However, increases in operational GHG emissions across the time horizons analyzed in the FPEIR represent an incremental contribution to citywide emissions that were already addressed in the City's General Plan EIR. The FPEIR concluded that the Master Plan's contribution to cumulative impacts to GHG emission goals for the region would be less than significant because the Master Plan

buildout was part of the growth assumptions used in the City's General Plan EIR and adopted Climate Plan at that time.

3.8.2 Proposed Project Analysis

Since the release of the FPEIR, an updated Climate Action Plan (CAP) was adopted by the City in 2024 (City of Santa Barbara, 2024a). To support GHG analysis, the City developed the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis (MEA-GHG) (City of Santa Barbara, 2024b). The MEA-GHG details steps to determine consistency with the CAP for CEQA documentation completed within the City's jurisdiction, including a CEQA GHG Compliance Checklist. The completed checklist is included in **Appendix D**. As documented in the checklist, the Proposed Project would be consistent with existing land-use assumptions and the relevant CAP measures. Therefore, the Proposed Project would comply with State and City GHG reduction targets. Further, the Proposed Project would not result in new significant impacts or substantially more severe effects related to GHG emissions that were not previously disclosed in the FPEIR. The Proposed Project would have a less-than-significant GHG impact. No mitigation measures that would more substantially reduce the potential effects of the Proposed Project and that have not already been considered in the FPEIR are needed.

Relevant CAP GHG Reductions Measures

The following measures were identified as relevant to the Proposed Project and would be complied with during implementation.

- Measure BE-1 (Municipal): Decarbonize 50% of Municipal Buildings and Facilities by 2030 and All Remaining Municipal Facilities by 2035
- Measure BE-4: Expand Existing Natural Gas Prohibition Ordinance for New Construction
- Measure BE-7: Increase the Impact of Santa Barbara Clean Energy (SBCE)
- Measure T-1 (Municipal): Continue to Develop and Implement the Municipal Transportation Demand Management (TDM) Program

3.8.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required for the Proposed Project.

3.9 Hazards and Hazardous Materials

3.9.1 FPEIR Analysis Determination

The Airport was originally part of Marine Corps Air Station (MCAS), Goleta. In July 1988, a Formerly Used Defense Sites (FUDS) study and subsequent removal activities

identified 22 concrete underground fuel storage tanks that had been part of the MCAS and were abandoned in place at various locations throughout the Airport. Investigation of the subsurface soils at tank removal locations found four locations with contamination and 18 locations with no contamination. Other operational components of MCAS that may have resulted in contamination include underground gasoline and fuel oil distribution systems, industrial buildings that handled contaminants such as polychlorinated biphenyls (PCBs) or lead-containing paint, aircraft accessory and maintenance shops, a sewage disposal, collection system and treatment plant, and a water treatment plant.

The Airport has since undergone extensive remediation and currently shows no known soil or groundwater contamination. Nonetheless, there remains a potential risk of exposure to unremediated hazardous materials during construction of projects identified in the Master Plan. Historical issues such as leaking underground storage tanks (USTs), asbestos, and other contaminants contribute to this concern. While the risk is not currently evident, there is a possibility of encountering residual contamination. The routine handling, transport, and disposal of hazardous materials at the Airport are subject to strict regulations enforced by federal, state, and local agencies. The Airport already follows established safety protocols, including spill prevention, control, and countermeasure (SPCC) plans and operations manuals, and businesses must register hazardous materials with appropriate authorities. FAA oversees public safety related to airspace and airport operations, requiring safety zones and practices, especially at Part 139-certified airports. Projects included in the Master Plan included safety-related improvements and were not expected to negatively affect emergency evacuation or response measures. Considering the potential risks associated with hazardous materials and accident scenarios and given the existing emergency services and regulatory oversight, the FPEIR concluded that with appropriate mitigation measures in place (see **Section 3.9.3**), the hazards and hazardous materials impact of Master Plan projects would be less than significant with mitigation.

3.9.2 Proposed Project Analysis

Since the FPEIR was certified in 2017, a plane crash occurred at the Airport that resulted in jet fuel release ARFF was deployed in response, resulting in the dispersal of per- and polyfluoroalkyl substances (PFAS) as a firefighting agent (Site T10000014952) (California State Water Resources Control Board, 2026). However, the hazardous site is located across the Apron and taxiway to the northwest (about 700 ft north of the project study area) and not within the direct vicinity of the project study area.

Construction of the Proposed Project would involve the use of hazardous materials that are typically associated with construction activities (i.e., fuels, oils, asphalt, etc.); however, the use of these materials would follow best management practices and the hazardous waste generated would be recycled or disposed of in accordance

with federal, state, and local laws. The Proposed Project would not result in new significant impacts or substantially more severe effects related to hazards and hazardous materials that were not previously disclosed in the FPEIR. In addition, no new mitigation measures that would more substantially reduce the potential effects of the Proposed Project and that have not already been considered in the FPEIR are needed. Therefore, hazards and hazardous materials impact determinations would remain less than significant with mitigation, and no further analysis is required.

3.9.3 Applicable Mitigation Measures from 2017 FPEIR

The FPEIR identified mitigation measures to reduce the potential effect of Master Plan projects related to hazards and hazardous materials. The following mitigation measures would apply to the Proposed Project:

- G/HAZ/mm-2: A Construction Contingency Plan shall be developed that addresses methods to control potential migration of any contamination discovered during construction as well as safety practices for on-site construction personnel and the general public. Details of the plan shall include, but not be limited to:
    - Soils monitoring for identification of contaminated soil during and after construction for all eroded and/or graded soils;
    - Measures to be taken to protect workers and the public (such as fencing or hazard flagging, covering contaminated soil with plastic, etc.) and to prevent migration of contaminants to the surrounding environment;
    - Notification procedures including, but not limited to, Santa Barbara County Environmental Health Services

  These Contingency Plans may be incorporated into the Construction Phase Erosion Control and Polluted Runoff Control Plans required per LCP Policy C-14 for projects requiring a CDP (see Section 4.5.2), if appropriate.
- G/HAZ/mm-3: If contamination is discovered, a project-specific remediation plan shall be prepared and implemented per applicable regulations that reduces all contaminant concentrations to acceptable levels prior to the issuance of grading or building permits or, if already under construction, prior to resuming work.

With these measures in place, the Proposed Project's hazards and hazardous materials impact would remain less than significant with mitigation. No new mitigation measures are required.

3.10 Hydrology and Water Quality

3.10.1 FPEIR Analysis Determination

Water Resources and Quality

As stated in the FPEIR, the City and State require that on-site capture, retention, and treatment of stormwater be incorporated into the design of development projects. Pursuant to the City's SWMP and National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges, projects identified in the Master Plan would be designed to capture and treat the calculated amount of runoff from the project area for a one-inch, 25-year storm event, over a 24-hour period. Therefore, the FPEIR concluded that there would be a less-than-significant impact related to drainage and water quality.

Flooding and Inundation Hazards

The FPEIR states that all development projects at the Airport would be required to comply with Chapter 22.24, Flood Plain Management of the City Municipal Code. The chapter includes the establishment of a development permit for construction or development within any Special Flood Hazard Areas, the conditions that need to be met for a variance, general standards for flood hazard reduction, and specific regulations related to floodways. Therefore, flooding impacts of future development under the proposed Master Plan would be less than significant.

As identified in the FPEIR, the Airport is not located in any known inundation hazard zones but is located in a tsunami hazard zone. Nonetheless, the Proposed Project would not result in substantial new growth at the Airport, but rather, it works to improve Airport safety and efficiency. Lastly, based on existing emergency procedures and evacuation plans by the City, inundation by tsunami is not considered to be a substantial unmitigated risk, and the impact would be less than significant.

3.10.2 Proposed Project Analysis

The environmental setting of the project study area has not significantly changed since the FPEIR was certified. The Proposed Project does not introduce any new information that would require further analysis of hydrology resources and water quality impacts beyond what was already addressed in the FPEIR. The terminal improvements component of the Proposed Project would be elevated above the one percent base flood elevation to match the existing Terminal finished floor height of 13.6 feet above mean sea level.

The Proposed Project would not result in new significant impacts or substantially more severe effects relating to water quality or flooding and inundation hazards that were not previously disclosed in the FPEIR. In addition, no new mitigation measures that would more substantially reduce the potential effects of the Proposed Project and

that have not already been considered in the FPEIR are needed. Therefore, hydrology and water quality impact determinations would remain less than significant, and no further analysis is required.

3.10.3 Applicable Mitigation Measures from 2017 FPEIR

Mitigation measures were not required for hydrology and water quality effects; however, two mitigation measures were recommended and included in the FPEIR. The following mitigation measures apply to the Proposed Project:

- HYD/mm-1: The potential impact of local sea level rise associated with global climate change should be considered in the planning and design of recommended Master Plan projects. Project-specific Coastal Development Permit (CDP) submittals for projects that may be subject to tidal inundation and flooding should include an analysis of improvement location and design in relation to projected future changes in sea level rise, utilizing the best available science, to ensure new development is located and designed to eliminate or minimize, to the maximum extent feasible, hazards associated with anticipated sea level rise over the expected design life of the project (75 years).
- HYD/mm-2: The Airport should raise all new or reconstructed buildings to one foot above base flood elevations as well as apply thicker pavement lifts during regular intervals over the lifetime of the Airport to reduce the potential for flooding on the tarmac.

While not required, these measures would be implemented with the Proposed Project. No new mitigation measures are required.

3.11 Land Use and Planning

3.11.1 FPEIR Analysis Determination

The Airport property is owned and operated by the City but is surrounded by land owned and managed by the City of Goleta, the County of Santa Barbara, and UCSB. The FPEIR determined that the Master Plan projects would not involve any improvements that have the potential to physically divide the surrounding communities, nor would they close any existing bridges or roadways. The FPEIR concluded that the Master Plan projects would have a less-than-significant impact on noise sensitive receptors because all construction and demolition activity at the Airport would be required to comply with the City's noise ordinance.

As stated in the FPEIR, forecast Airport growth is accounted for in the City's General Plan, Climate Plan, and SWMP. The FPEIR evaluated the compatibility of the Master Plan projects with applicable General Plan policies, designations, and zoning; the City's Climate Plan; the SWMP; the *Santa Barbara Airport Industrial Area Specific Plan* (SP-6 Plan); the Airport and Goleta Slough Local Coastal Program (LCP); and

the GSER. The FPEIR determined that the Master Plan projects would be compatible with each plan and/or policy and would have a less-than-significant impact with mitigation. The FPEIR noted that the Master Plan projects would be required to comply with the mitigation measures identified in the City's Standard Conditions of Approval and programmatic mitigation measures to ensure consistency with LCP policies for the protection of the Goleta Slough. The mitigation measures identified for land use and planning effects were specific to Master Plan projects that would be incompatible with the LCP. The Recommended Terminal Area Development was not identified as one of these projects.

3.11.2 Proposed Project Analysis

The environmental setting of the project study area has not changed since the time the FPEIR was completed. Construction and operation of the Proposed Project would occur entirely on Airport property, in an area currently used for airport operations, and would remain consistent with all relevant plans and policies, as identified in the FPEIR.

The Proposed Project would not require the relocation of any business or residential housing. The nearest residence to the project study area is the Rancho Goleta Lakeside Community, located over 0.5 miles east of the project study area.

The Proposed Project does not introduce any new information that would require further analysis of land use effects beyond what was already addressed in the FPEIR. The Proposed Project would not result in new significant impacts or substantially more severe effects related to established communities or land use compliance that were not previously disclosed. In addition, the Proposed Project would be compatible with the LCP and no mitigation measures are applicable or required. Therefore, land use and planning impact determinations would be less than significant, and no further analysis is required.

3.11.3 Applicable Mitigation Measures from 2017 FPEIR

The FPEIR identified mitigation measures for specific Master Plan projects to avoid or reduce potential impacts on coastal resources and ensure consistency with applicable land use policies and designations. However, the Proposed Project would not affect land use and planning resources and would be compatible with the LCP, so no mitigation measures proposed in the 2017 FPEIR apply to the Proposed Project.

3.12 Mineral Resources

3.12.1 FPEIR Analysis Determination

Mineral resources were not analyzed in the FPEIR; however, no known mineral resources are within or near the Airport (California Department of Conservation, 2026).

3.12.2 Proposed Project Analysis

The Proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state. The Proposed Project would not 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. There would be no impact, and no further analysis is required.

3.12.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required for the Proposed Project.

3.13 Noise

3.13.1 FPEIR Analysis Determination

The FPEIR determined that the Master Plan projects would not result in increased noise levels at the Airport due to operation because they would comply with the City's Noise Ordinance during construction would not significantly affect the closest noise sensitive receptors (UCSB and residential communities in Goleta located about 0.5-mile east and west of the project study area), would not increase the noise contours at the Airport, and would not result in ground vibration effects beyond the hours of construction allowed by the City's Noise Ordinance.

The FPEIR stated that the change in noise contours between 2017 and 2032 would not result from the Master Plan projects, but rather from the overall forecast growth in aircraft operations occurring at the Airport. Further, the FPEIR concluded that implementation of the proposed Master Plan is not expected to expose people residing or working in the project area to excessive noise levels that are different from what currently occurs near the Airport. The FPEIR identified mitigation measures that may be required to reduce noise effects from the construction of specific Master Plan projects. With these mitigation measures, the FPEIR determined that the Master Plan projects would have less-than-significant impacts with mitigation related to noise and vibration impacts.

3.13.2 Proposed Project Analysis

The environmental setting of the project study area has not changed since the time the FPEIR was certified. The Proposed Project does not introduce any new information that would require further analysis of noise effects beyond what was already addressed in the FPEIR. The Proposed Project would not result in new significant impacts or more severe effects relating to noise than what was previously disclosed.

In addition, according to the *Environmental Review Universal Screening Tool* provided by the City, additional environmental review regarding noise is not needed because construction noise and vibrations effects from the Proposed Project would only last

as long as the construction period and would not result in a permanent increase of noise or vibrations because noise and vibration effects would only occur during the construction period of the Proposed Project. Operation of the Proposed Project would not result in noise or vibration effects. In addition, no subsurface excavation processes are required for construction. Therefore, noise impact determinations would remain unchanged, and no further analysis is required.

3.13.3 Applicable Mitigation Measures from 2017 FPEIR

The FPEIR identified mitigation measures that may be required to reduce noise effects from specific construction or demolition projects identified within the Master Plan. The following mitigation measures may apply to the Proposed Project and would be implemented if necessary:

- N/mm-1: Neighborhood Notification Prior to Construction (only use when project is big and/or has a very long or noisy construction period). At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.
- N/mm-2: Construction Equipment Sound Control. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' mufflers and silencing devices.
- N/mm-3: Sound barriers (use discretion). The project shall employ sound control devices and techniques such as noise shields and blankets during the construction period to reduce the level of noise to surrounding residents. Proposed measures shall be submitted to the Planning Division for approval and shall result in noise attenuation of 5-10 dB at the property lines. Noise levels shall be monitored for compliance.

With these measures in place, the Proposed Project's noise impact would remain less than significant with mitigation. No new mitigation measures are required.

3.14 Population and Housing

3.14.1 FPEIR Analysis Determination

The FPEIR determined that the Master Plan projects would not have the potential for significant impacts related to population and housing resources because the

recommended improvements presented in the Master Plan are not considered growth-inducing. Additionally, the Master Plan projects would not involve unanticipated employment growth that would substantially increase population or housing demand. As such, the FPEIR determined that growth-inducing impacts would be less than significant because the project site is in an urbanized area that is currently served by all required infrastructure. Further, the FPEIR determined that the Master Plan projects would have no impact related to housing displacement because the projects would not involve any housing displacement.

3.14.2 Proposed Project Analysis

The environmental setting of the project study area has not changed since the time the FPEIR was certified. The Proposed Project does not introduce any new information that would require further analysis of population and housing resource effects beyond what was already addressed in the FPEIR. The Proposed Project would not result in new significant impacts or more severe effects relating to population and housing resources than what was previously disclosed, and no new mitigation measures are necessary. Therefore, population and housing impact determinations would remain unchanged as no impact, and no further analysis is required.

3.14.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required.

3.15 Public Services

3.15.1 FPEIR Analysis Determination

Police, Fire, Schools, and Public Facilities

The FPEIR determined that the impact of the Master Plan projects on police, fire, schools, and public facilities would be less than significant because the project sites are located in an urban area where all public services are available. The projects are not anticipated to create a substantially different demand on fire or police protection services, library services, parks or City buildings and facilities than what was anticipated in the City's General Plan Final EIR.

3.15.2 Proposed Project Analysis

The environmental setting of the project study area has not significantly changed since the FPEIR was certified. The Proposed Project does not introduce any new information that would require further analysis of public services effects beyond what was already addressed in the FPEIR.

The Proposed Project would not create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than what was anticipated in the City's General Plan Final EIR.

The Proposed Project would not result in new significant impacts or more severe effects on public services than were previously disclosed, and no mitigation measures are necessary. Therefore, public service impact determinations would remain unchanged as no impact, and no further analysis is required.

3.15.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required.

3.16 Recreation

3.16.1 FPEIR Analysis Determination

The FPEIR determined that the Proposed Project would have a less than significant recreational resource impact because the Master Plan projects are within the scope of planned build-out projected in the City's General Plan Final EIR, and the City's General Plan had planned sufficient park, waterfront, beach, and recreational facilities for the projected future population anticipated within its 2030 timeframe.

3.16.2 Proposed Project Analysis

The environmental setting of the project study area has not changed since the time the FPEIR was completed. The Proposed Project does not introduce any new information that would require further analysis of recreation resource effects beyond what was already addressed in the FPEIR. The Proposed Project would not result in a loss of existing parks or other public recreational facilities, and any indirect population increase and subsequent demand for recreational facilities and parks associated with the Proposed Project would remain less than significant. No mitigation measures were previously proposed, and none are necessary. Therefore, recreation impact determinations would remain less than significant, and no further analysis is required.

3.16.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required.

3.17 Transportation

3.17.1 FPEIR Analysis Determination

The FPEIR determined that, based on the Master Plan, the relocation of fixed based operator (FBO) facilities located south of the Terminal and the construction and consolidation of Terminal parking lots were identified as having the potential to

impact traffic distribution within the Master Plan study area in the intermediate-(2022) and long-term (2032) Master Plan implementation scenarios. The Recommended Terminal Area Development, as described in the Master Plan, included constructing/expanding two surface parking lots with a total of up to 1,315 additional parking spaces and extending the Terminal's loop road to access the new surface parking lots and the redeveloped Terminal.

Based on the Traffic Impact Study prepared in support of the FPEIR, traffic and circulation policy impacts of implementation of the proposed Master Plan projects in the intermediate-term (2022) would be potentially significant due to the projects' contribution to cumulative traffic increases at the Kellogg Avenue / Hollister Avenue intersection. However, mitigation identified in the Traffic Impact Study would fully mitigate the impact, improving the LOS at the intersection to acceptable levels.

Long-term (2032) impacts were also determined to be potentially significant due to unacceptable LOS at two intersections: Kellogg Avenue / Hollister Avenue and US 101 Northbound Ramps / South Fairview Avenue. The use of traffic improvements and/or traffic demand management (TDM) measures in the future development of the new FBO lease areas described in the Master Plan would help reduce project-related cumulative impacts to these affected intersections. In addition, it was identified that the Airport would contribute traffic mitigation fees toward the future construction of planned Goleta General Plan traffic improvement projects. However, even with these measures implemented, the Master Plan projects' contribution to cumulative traffic impacts in the long-term would remain a significant environmental impact.

Additionally, the FPEIR concluded that no changes or impacts would occur to the availability of public transit, bicycle lanes, or the implementation of City of Goleta TMD. In addition, implementation of the Master Plan would not cause *2009 Santa Barbara County Congestion Management Program* (CMP) intersections to operate below an acceptable LOS and is consistent with the City's General Plan, which had been incorporated into the *2040 Regional Transportation Plan and Sustainable Communities Strategy* (RTP-SCS).

The 2017 FPEIR did not include vehicle miles traveled (VMT) analysis because it was completed prior to the implementation of Senate Bill 743 (SB 743) in 2018. SB 743 eliminated the use of LOS and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts. Instead, SB 743 identifies VMT as the most appropriate metric for evaluating a project's transportation impacts. VMT refers to the amount and distance or automobile travel attributable to a project. Since the bill took effect, automobile delay, as measured by LOS and other similar metrics, no longer constitutes a significant environmental impact under CEQA.

3.17.2 Proposed Project Analysis

A transportation assessment was prepared for this EIR Addendum to evaluate the Proposed Project's transportation impact based on the 2030 passenger forecast. The assessment reviewed the Proposed Project's potential VMT impacts based on the adopted VMT thresholds of both the City of Santa Barbara and City of Goleta. See **Appendix E** for the Proposed Project's transportation study.

According to the VMT assessment, the Proposed Project would not conflict with any programs, plans, ordinances, or policies related to the circulation system, including transit, roadway, bicycle, or pedestrian facilities. The Proposed Project would not induce additional enplanements or aircraft operations, as discussed in **Section 2.2.2**. The purpose of the Proposed Project is to address the immediate need to provide additional terminal space to ensure an appropriate level of service for forecasted passengers in the near term and to address existing space limitations that affect all customers' comfort and experience. Currently, some of the forecast future passenger enplanements may be using other airports at further distances from Santa Barbara, such as the Los Angeles International Airport (LAX) and the Hollywood Burbank Airport (BUR). LAX is located approximately 106 miles south of SBA, and BUR is located approximately 98 miles south of SBA. The enplanement forecast for 2030 would mean that passengers in the SBA catchment area would likely rely more heavily on SBA for flight departures and arrivals as the closer airport rather than from LAX, BUR, or other airports. As such, the Proposed Project would reduce the diversion of trips from SBA to the other airports that are further away, therefore resulting in a reduction in regional VMT. The enplanements component of the Proposed Project would therefore have a less than significant VMT impact.

The VMT analysis found that the Proposed Project would result in an approximate increase of 24 employees at the Airport between the baseline year (2025) and the opening year (2030). Based on operational data collected for the assessment, it was assumed that 50 percent of employees would leave and return during the day. Therefore, the net increase in employees in 2030 due to the Proposed Project would generate an additional 72 average daily trips.

Consistent with the State Office of Planning and Research (OPR) Technical Advisory, the City presumes that small projects result in less than significant CEQA transportation impacts. The City's Master Environmental Assessment Guidelines for Transportation Analysis defines a small project as one that generates 250 or fewer daily net vehicle trips on an average weekday during construction and operation. Although not required, due to the proximity of the City of Goleta (Goleta) to SBA, the Proposed Project's VMT effects were also evaluated using Goleta's VMT thresholds for informational purposes and to consider Goleta's interest in VMT reduction and traffic congestion management. The City of Goleta's VMT screening criteria specifies that a project that generates less than 110 automobile trips per day may be presumed to have a less than significant VMT impact. Because the Proposed Project would only

generate 72 daily vehicle trips, it would have a less than significant VMT impact under both cities' criteria.

Lastly, the City of Goleta has a screening map identifying areas where residential and work-based projects would likely generate an average VMT that is 15 percent or less below baseline and would not require VMT analysis. Based on the screening map, the Proposed Project, although not located in the City of Goleta, would be adjacent to an area where the VMT impacts would be presumed to be less than significant. Accordingly, when considering this, in addition to the limited number of increase in employees, the employee component of the Proposed Project would have a less than significant VMT impact based on the City of Goleta's map-based screening. See **Appendix E** for further detail.

The Proposed Project would not result in significant transportation impacts. No new mitigation measures that would more substantially reduce the potential effects of the Proposed Project and that have not already been considered in the FPEIR are needed. For these reasons, no further analysis is required.

3.17.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures from the 2017 FPEIR apply to the Proposed Project, and none are necessary.

3.18 Tribal Cultural Resources

3.18.1 FPEIR Analysis Determination

The FPEIR stated that tribal consultation with all tribes that have requested consultation under State Assembly Bill (AB) 52 would occur, as applicable. Mitigation measures were included requiring that all future projects under consideration within the Master Plan be evaluated based on the screening process set forth in the MARA. If a future project is located within a mapped moderate sensitivity zone, a determination shall be made by the City's Environmental Analyst regarding whether or not all proposed earth disturbance would be confined to areas of previous disturbance. The future project shall then follow the appropriate mitigation and reporting requirements provided in the MARA and in reports approved by the City's Environmental Analyst or Historic Landmarks Commission. With these measures in place, the FPEIR determined that the impacts related to archaeological and tribal resources would be less than significant with mitigation.

3.18.2 Proposed Project Analysis

The environmental setting of the project study area has not changed since the time the FPEIR was completed. Although construction of the Proposed Project would require soil-disturbing activities to depths of approximately 5 feet within an area identified as having moderate sensitivity for buried cultural resources, ground

disturbance would occur in an area that has already been heavily disturbed by previous Airport-related development. Nonetheless, as recommended in the MARA, soil-disturbing activities in the project study area would require monitoring by a representative of the Barbareño Chumash tribe.

The mitigation measures described in the FPEIR related to tribal cultural resources would apply to the Proposed Project and are listed in **Section 3.18.3**. No new mitigation measures that would further reduce the potential effects of the Proposed Project on tribal cultural resources are proposed. Therefore, tribal cultural resource impact determinations would remain less than significant with mitigation, and no further analysis is required.

3.18.3 Applicable Mitigation Measures from 2017 FPEIR

Mitigation measures were identified in the FPEIR to reduce the potential effects of the Master Plan projects on tribal cultural resources. The following mitigation measures would apply to the Proposed Project:

- CR/mm-2: All future projects under consideration within the Master Plan shall be evaluated based on the screening process set forth in the City's MARA. If a proposed project is located within a mapped moderate sensitivity zone, a determination shall be made by the City's Environmental Analyst regarding whether or not all proposed earth disturbance would be confined to areas of previous disturbance. The proposed project shall then follow the appropriate mitigation and reporting requirements provided in the MARA and in reports approved by the City's Environmental Analyst or Historic Landmarks Commission.
- CR/mm-3: The City's Standard Condition of Approval regarding "Unanticipated Archaeological Resources Contractor Notification" shall be implemented as necessary for all projects.

With these measures in place, the Proposed Project's tribal cultural resource impacts would remain less than significant with mitigation. No new mitigation measures are required.

3.19 Utilities and Service Systems

3.19.1 FPEIR Analysis Determination

<u>Utilities</u>

The FPEIR described that the Master Plan projects would be served with connections to existing utilities for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads.

Wastewater and Water Demand

The FPEIR determined that the Master Plan projects would have less than significant impacts related to wastewater treatment disposal and treatment because the recommended Master Plan projects would not impede the continued implementation of the *Santa Barbara Airport Sewer Master Plan* and the Goleta Sanitary District (GSD) waste water treatment plant would have the capacity to accommodate all proposed Master Plan projects.

The FPEIR specified that the water demand for the Master Plan planning area of the Airport was 39.3 million gallons (about 120.6 acre-feet per year [afy]) for 2013. The maximum amount of water that the Airport was entitled to by the Goleta Water District (GWD) was 240 afy. It was determined that projected increases in water demand associated with Master Plan projects would not result in the Airport exceeding its existing water allotment from the GWD. Therefore, the FPEIR had determined that the Master Plan projects would have a less-than-significant impact related to water demand to the GWD's water supply, treatment, and distribution facilities.

Solid Waste Disposal

The FPEIR determined that the solid waste impact would be less than significant with mitigation because, while projects recommended by the proposed Master Plan were expected to be well below the City's 196-tons per year (tpy) project-specific threshold, it was possible that some recommended projects could be above the Santa Barbara County's 2008 significance threshold for demolition and construction debris: remodeling projects over 17,000 square feet; demolition projects over 7,000 square feet; and new construction projects over 28,000 square feet. As such, the FPEIR determined that the Master Plan projects would result in a potentially significant impact related to solid waste.

However, these demolition and construction impacts would be mitigated by compliance with State and City diversion requirements to reduce, reuse, and recycle demolition and construction waste and with the implementation of Mitigation Measure SW/mm-1, as described in **Section 3.19.3**. Regarding regional solid waste effects, the FPEIR described that the regional and cumulative solid waste effects had been accounted for in the City's General Plan Final EIR and would be less than significant with mitigation. The mitigation measure stated that Master Plan projects would feasibly reduce, reuse, and recycle demolition and construction waste consistent with State and City diversion goals in place at the time.

3.19.2 Proposed Project Analysis

The Proposed Project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads. The Proposed Project would not impede the continued implementation of the

Santa Barbara Airport Sewer Master Plan, and would be designed to comply with the City's requirements for stormwater runoff and its SWMP. Additionally, the Proposed Project would be subject to standard conditions of approval, building codes, and federal and State regulatory programs established to minimize impacts on water quality from construction operations.

Construction of the Proposed Project would temporarily increase solid waste generation, mainly due to demolition activities. The Proposed Project would result in demolition debris totaling approximately 1,240 tons.

Since the FPEIR was certified in 2017, Santa Barbara County has updated its estimates of projects that would likely reach the threshold of significance of 350 tons of construction and demolition debris:

- Remodeling projects over 17,500 square feet;
- Demolition projects over 7,000 square feet; and
- New construction projects over 28,000 square feet.

Based on the updated significance threshold, the Proposed Project would result in a potentially significant solid waste impact. However, in addition to the California Green Building Standards Code requirement to recycle or reuse a minimum of 65 percent of the non-hazardous construction and demolition waste, the Proposed Project would comply with the City's Municipal Green Building Policy, which requires a minimum of 75 percent of construction and demolition waste to be recycled or reused, and Mitigation Measure SW/mm-1. By adhering to the City's waste diversion requirements and implementing the solid waste mitigation measure identified in the FPEIR, the amount of waste the Proposed Project is expected to generate would not adversely affect the capacity of landfills in the Santa Barbara area, resulting in a less than significant impact with mitigation.

Operation of the Proposed Project is not expected to generate significant solid waste. The expected generators of solid waste during operation of the Proposed Project would include the additional airport concessionaire, the additional restrooms, and miscellaneous solid waste at the security screening checkpoint and boarding gate holdrooms. During operation, solid waste would be disposed of by the local waste management company, Marborg Industries, to Tajiguas Landfill and Resource Center.

The Proposed Project would not result in new significant impacts or more severe effects related to utility and service systems than what was previously disclosed, and no new mitigation measures are necessary beyond adhering to State and City waste diversion goals. Therefore, utilities and services systems impact determinations would remain less than significant with mitigation, and no further analysis is required.

3.19.3 Applicable Mitigation Measures from 2017 FPEIR

Mitigation measures were identified in the FPEIR to reduce the potential effect of Master Plan projects on solid waste. The following mitigation measure would apply to the Proposed Project:

- SW/mm-1: As a condition of approval, projects recommended by the proposed Master Plan must feasibly reduce, reuse, and recycle demolition and construction waste consistent with State and City diversion goals in place at the time.

With this measure in place, the Proposed Project's solid waste impact would remain as less than significant with mitigation. No new mitigation measures are required.

3.20 Wildfire

3.20.1 FPEIR Analysis Determination

The FPEIR did not analyze potential wildfire impacts because wildfire was not added to the CEQA Appendix G Environmental Checklist until 2019, after the certification of the FPEIR.

3.20.2 Proposed Project Analysis

The Airport, including the project study area, is not in or near a State responsibility area or on land classified as a very high fire hazard severity zone (VHFHSZ) (State of California, 2025). Therefore, the Proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; 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; 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.

The impact related to wildfire would be less than significant, and no mitigation measures are necessary. No further analysis is required.

3.20.3 Applicable Mitigation Measures from 2017 FPEIR

No mitigation measures were proposed in the FPEIR, and none are required.

4 ADMINISTRATIVE FINDINGS AND DETERMINATION

As detailed in the analysis presented in **Chapter 3**, this Addendum supports the conclusion that the Proposed Project, as modified from the Recommended Terminal Area Development described in the 2017 Master Plan and certified FPEIR, would not result in any new significant or substantial increase in the severity of environmental effects. The City of Santa Barbara has determined, based on substantial evidence considering the FPEIR and this Addendum, that none of the following circumstances exist regarding the Proposed Project and the previously certified FPEIR:

- Substantial changes to an approved project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines, Section 15162, subd. (a)(1)).
- Substantial changes that will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines, Section 15162, subd. (a)(2)).
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified (State CEQA Guidelines, Section 15162, subd. (a)(3)).

Given that none of the conditions described in CEQA Guidelines Section 15162 have occurred, and only minor changes or additions to the previously certified FPEIR are necessary, the City has determined that no subsequent or supplemental negative declaration or EIR is required, and, consistent with CEQA Guidelines Section 15164, an Addendum is the appropriate CEQA document for analysis and consideration of the Proposed Project.

Prepared by: Jessica Metzger Date: 6/30/2026

Jessica Metzger, Airport Planner

Reviewed by: _____ Date: 6/30/2026

Beth Anna Cornett, Senior Planner I

APPENDIX A
DETAILED TERMINAL IMPROVEMENT COMPONENTS

Proposed Internal Terminal Improvement Components by Location within Terminal

Location of Terminal Improvements	Dimensions (in feet)	New Area (in square feet)	Reconstructed Area (in square feet)	Number of Seats Added
North End				
Second Floor North Holdroom	35 x 33	1,169	-	68[/a/]
First Floor Terminal Support Space[/b/]	-	789	-	-
North End Total	-	*1,958*	-	*68*
South End				
First Floor Holdroom	75 x 34	2,596	-	117[/a/ /c/]
Second Floor South Holdroom	37 x 66	2,620	-	154[/a/]
Second Floor Southwest Holdroom	44 x 15	641	-	37[/a/]
Second Floor West Holdroom	45 x 20	916	-	53[/a/]
Gate Podiums	-	1,812	-	-
Restrooms	-	1,141	-	-
Baggage Claim	-	2,837	1,506	-
TSA Offices	31 x 45	1,409	-	-
Rental Car Counter / Office	-	984	-	-
Terminal Support Space[/b/]	-	4,323	141	-
Circulation	-	2,368	-	-
South End Total	-	*21,647*	*1,647*	*361*
West Side				
West Concession	35 x 16	561	-	21[/d/ /e/]
West Concession Terrace	59 x 18	1,044	-	56[/d/]
West Concession Kitchen	18 x 23	189	242	-
Terminal Support Space[/b/]	-	236	205	-
Circulation	-	587	-	-
West Side Total	-	*2,617*	*447*	*77*
East Side				
First Floor Ticketing Lobby	100 x 6	624	-	-

Location of Terminal Improvements	Dimensions (in feet)	New Area (in square feet)	Reconstructed Area (in square feet)	Number of Seats Added
Second Floor Security Area (Queuing)	14 x 15	213	-	-
Second Floor Security Checkpoint (add fourth lane)	88 x 12	1,038	2,027	-
Circulation	-	-	138	-
East Side Total	-	*1,875*	*2,165*	-
Terminal Improvements Total/f/	**-**	***28,097***	***4,259***	***506***

Notes: Sizes are estimated and subject to change.
/a/ Assumed 17 square feet per seat
/b/ Terminal Support Space includes, but is not limited to, storage, offices, breakroom, mechanical, electrical, and plumbing
/c/ Actual usable holdroom area estimated at 2,000 square feet for seat calculations
/d/ Assumed 19 square feet per seat
/e/ Actual usable seating area estimated at 400 square feet for seat calculations.
/f/ The totals presented in this table represent current estimates based on preliminary design. Final totals may change once design of the Terminal Improvement Project has been completed.

Demolition Details

The Proposed Project would require demolition on all four sides of the Terminal to accommodate the above-described improvements. Building demolition would include materials such as cement plaster, windows, and clay tile roof. Site demolition would primarily be the demolition of concrete pavement. Demolition of specific areas of the Terminal are detailed below:

- **Northern Wall.** The northern wall of the existing Terminal would require partial demolition to expand the passenger holdroom and baggage make-up area. The demolition area would be approximately 43 feet high by 50 feet wide.
- **Southern Face of Terminal.** The largest area of demolition would occur at the southern face of the existing Terminal. The entire south wall of the existing Terminal would need to be demolished. The demolition area would be approximately 43 feet high by 100 feet wide.
- **Western Wall.** The west-facing wall of the existing Terminal on the second floor would be demolished to expand the kitchen area and construct a terrace overlooking the airfield. The demolition area would be approximately 15 feet high by 50 feet wide.
- **Eastern Wall.** The east-facing wall of the existing Terminal would be demolished to expand the airline ticketing offices and concessions area. There would also be demolition on the second story of the southern east-facing wall of the existing Terminal to expand the security checkpoint area. The demolition area of the eastern wall would be approximately 43 feet high by 50 feet wide. The demolition area of the southeastern wall would be approximately 15 feet high by 100 feet wide.
- **Interior.** The interior of the eastern side of the first floor of the existing Terminal would be demolished to expand the ticketing lobby, located on the east-facing wall. The demolition area would be approximately 15 feet high by 120 feet wide.

APPENDIX B
APPLICABLE MITIGATION MEASURES FROM 2017 FPEIR

B.1 INTRODUCTION

This document describes the applicable mitigation measures identified in the City of Santa Barbara's (City's) 2017 Final *Program Environmental Impact Report on the Proposed Airport Master Plan* (2017 FPEIR) that are being carried forward in its California Environmental Quality Act (CEQA) Addendum. Each of these measures was developed to reduce a potentially significant environmental effect of the Proposed Project to a less-than-significant level or to minimize a potentially significant environmental effect to the extent feasible. This document also describes the timing of the implementation of each mitigation measure and identifies the entity responsible for monitoring the implementation of each mitigation measure.

B.2 CEQA REQUIREMENTS

Section 10591(d) of the CEQA Guidelines states the following:

> *When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.*

B.3 MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

Table B-1 includes the following sections:

- **Mitigation Measure.** This column identifies mitigation measure applicable to the Proposed Project specified within the 2017 FPEIR that would reduce potentially significant environmental effects.
- **Mitigation Monitoring Timing.** This column specifies when the identified mitigation measure should and will be implemented.
- **Responsible Monitoring Entity.** This column specifies the entity responsible for monitoring the implementation of the mitigation measure.
- **Verification and Compliance Notes.** This section will allow for the signature of the responsible entity and date of when a mitigation measure monitoring milestone has been reached.

TABLE B-1 APPLICABLE MITIGATION MEASURES FROM 2017 FPEIR

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Verification and Compliance Notes
Aesthetics			
None.			
Agriculture/Forest Resources			
None.			
Air Quality			
AQ/mm-1: As a condition of approval, all construction and/or building removal projects occurring under the proposed Master Plan shall be required to estimate said project's combined emissions from all construction equipment to ensure that the project would not exceed 25 tons of any criteria pollutant except carbon monoxide (CO) within a 12-month period. Standard equipment exhaust mitigation measures recommended by the County Air Pollution Control District (APCD) for such projects shall be implemented, as appropriate.	Prior to start of construction	City	
Biological Resource			
BIO/mm-3: No construction shall occur during the avian breeding season (February 1-September 1) unless a survey from qualified biologist with experience in conducting breeding bird surveys finds that no bird breeding habitat exists within 300 feet of the disturbance area (500 feet for raptors) or can state with certainty that such habitat does not contain nesting birds. Project personnel, including contractors working on the site, shall be instructed on the sensitivity of the area. Reductions in nest buffer distance may be approved by the City's Community Development Department depending on the avian species involved, ambient levels of human activity, screening vegetation, or other factors.	During construction	City	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Verification and Compliance Notes
Cultural Resources			
CR/mm-2: All future projects under consideration within the Master Plan shall be evaluated based on the screening process set forth in the City's Master Archaeological Resources Assessment (MARA). If a proposed project is located within a mapped moderate sensitivity zone, a determination shall be made by the City's Environmental Analyst regarding whether or not all proposed earth disturbance would be confined to areas of previous disturbance. The proposed project shall then follow the appropriate mitigation and reporting requirements provided in the MARA and in reports approved by the City's Environmental Analyst or Historic Landmarks Commission. Native American consultation shall occur as each individual project is proposed and shall include, but not be limited to, a current list of contacts provided by the Native American Heritage Commission.	Prior to start of construction During construction	City	
CR/mm-3: The City's Standard Condition of Approval regarding "Unanticipated Archaeological Resources Contractor Notification" shall be implemented for all projects.	During construction	City	
Energy			
None.			

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Verification and Compliance Notes
Geology and Soils			
G/HAZ/mm-1: The design and construction of load-bearing structures shall be subject to the recommendations of a site- and project-specific geotechnical investigation and/or engineering report. This mitigation is not necessary for minor development projects such as the installation of replacement fencing or aboveground storage tanks, unless required by the building permit.	Prior to start of construction	City	
Greenhouse Gas Emissions			
The following are relevant measures from the Climate Action Plan (CAP) (2024): • Measure BE-1 (Municipal): Decarbonize 50% of Municipal Buildings and Facilities by • 2030 and All Remaining Municipal Facilities by 2035 • Measure BE-4: Expand Existing Natural Gas Prohibition Ordinance for New Construction • Measure BE-7: Increase the Impact of Santa Barbara Clean Energy (SBCE) • Measure T-1 (Municipal): Continue to Develop and Implement the Municipal Transportation Demand Management (TDM) Program.	During design and operation	City	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Verification and Compliance Notes
Hazards and Hazardous Materials			
G/HAZ/mm-2: A Construction Contingency Plan shall be developed that addresses methods to control potential migration of any contamination discovered during construction as well as safety practices for on-site construction personnel and the general public. Details of the plan shall include, but not be limited to: • Soils monitoring for identification of contaminated soil during and after construction for all eroded and/or graded soils; • Measures to be taken to protect workers and the public (such as fencing or hazard flagging, covering contaminated soil with plastic, etc.) and to prevent migration of contaminants to the surrounding environment; • Notification procedures including, but not limited to, Santa Barbara County Environmental Health Services. These Contingency Plans may be incorporated into the Construction Phase Erosion Control and Polluted Runoff Control Plans required per LCP Policy C-14 for projects requiring a CDP, if appropriate.	Prior to start of construction	City	
G/HAZ/mm-3: If contamination is discovered, a project-specific remediation plan shall be prepared and implemented per applicable regulations that reduces all contaminant concentrations to acceptable levels prior to issuance of grading or building permits or, if already under construction, prior to resuming work.	During construction, if required	City	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Verification and Compliance Notes
Hydrology and Water Quality			
HYD/mm-1: The potential impact of local sea level rise associated with global climate change should be considered in the planning and design of recommended Master Plan projects. Project-specific Coastal Development Permit (CDP) submittals for projects that may be subject to tidal inundation and flooding should include an analysis of improvement location and design in relation to projected future changes in sea level rise, utilizing the best available science, to ensure new development is located and designed to eliminate or minimize, to the maximum extent feasible, hazards associated with anticipated sea level rise over the expected design life of the project (75 years).	Prior to start of construction	City	
HYD/mm-2: The Airport should raise all new or reconstructed buildings to one foot above base flood elevations as well as apply thicker pavement lifts during regular intervals over the lifetime of the Airport to reduce the potential for flooding on the tarmac.	During construction	City	
Land Use and Planning			
None.			
Mineral Resources			
None.			

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Verification and Compliance Notes
Noise			
N/mm-1: Neighborhood Notification Prior to Construction (only use when project is big and/or has a very long or noisy construction period). At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.	Prior to start of construction	City	
N/mm-2: Construction Equipment Sound Control. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' mufflers and silencing devices.	During construction	City	
N/mm-3: Sound barriers (use discretion). The project shall employ sound control devices and techniques such as noise shields and blankets during the construction period to reduce the level of noise to surrounding residents. Proposed measures shall be submitted to the Planning Division for approval and shall result in noise attenuation of 5-10 dB at the property lines. Noise levels shall be monitored for compliance.	During construction	City	
Population and Housing			
None.			

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Verification and Compliance Notes
Public Services			
None.			
Recreation			
None.			
Transportation			
None.			
Tribal Cultural Resources			
CR/mm-2: All future projects under consideration within the Master Plan shall be evaluated based on the screening process set forth in the City's MARA. If a proposed project is located within a mapped moderate sensitivity zone, a determination shall be made by the City's Environmental Analyst regarding whether or not all proposed earth disturbance would be confined to areas of previous disturbance. The proposed project shall then follow the appropriate mitigation and reporting requirements provided in the MARA and in reports approved by the City's Environmental Analyst or Historic Landmarks Commission.	Prior to start of construction During construction	City	
CR/mm-3: The City's Standard Condition of Approval regarding "Unanticipated Archaeological Resources Contractor Notification" shall be implemented as necessary for all projects.	During construction	City	
Utilities and Service Systems			
SW/mm-1: As a condition of approval, projects recommended by the proposed Master Plan must feasibly reduce, reuse, and recycle demolition and construction waste consistent with State and City diversion goals in place at the time.	During construction	City	

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Verification and Compliance Notes
Wildfire			
None.			

APPENDIX C
DETAILED CONSTRUCTION EMISSIONS INVENTORY

The following assumptions were made for the analysis of construction-related air quality emissions:

- Construction start: 10/7/2027
  Construction end: 3/21/2029
  Total Construction Days: 380
- Duration of each phase in days:
  - Demolition: 60
  - Site preparation: 10
  - Grading: 10 (Site prep and grading together should take 20 days)
  - Building construction: 260
  - Paving: 40
- Equipment used in each phase:
  - Demolition: Excavator(s), front loader, dump trucks.
  - Site Preparation and Grading: Concrete mixer truck, concrete pumper, motor grader, roller/compactor, dump truck(s), and a loader.
  - Building construction: 1-2 boom and scissor lifts, concrete mixer truck, concrete pumper, 1-2 forklifts, crane, loader, and material trucks.
  - Paving: Concrete – Concrete mixer truck and pumper.
    - Asphalt – paver, skip drag, two rollers, several dump trucks.
  - Architectural coating: 1-2 boom lifts
  - Trenching: Small excavator, ditch witch, directional bore
- Material needed for site prep/ grading:
  - An estimated 1,100 Cubic Yards of material is needed to bring the existing grade up to the floor elevation of the terminal (13.6’ above sea level). This includes 5:1 grading away from the North and East and South parts of the expansion.

SBA Terminal Improvement Project Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	SBA Terminal Improvement Project
Construction Start Date	10/07/2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.4
Precipitation (days)	24
Location	34.42483309273905, -119.8375835321307
County	Santa Barbara
City	Santa Barbara
Air District	Santa Barbara County APCD
Air Basin	South Central Coast
TAZ	3370
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.35

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Industrial Park	350	1000sqft	8.0	350,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.5	13	27	0.05	0.29	1.2	1.5	0.26	0.28	0.54	—	6,961	6,961	0.27	0.22	7,037
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.9	16	27	0.06	0.55	1.2	1.5	0.51	0.28	0.60	—	6,944	6,944	0.28	0.22	7,016
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.8	9.0	19	0.04	0.21	0.80	1.0	0.19	0.19	0.38	—	4,863	4,863	0.19	0.15	4,914
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.32	1.7	3.4	0.01	0.04	0.15	0.19	0.03	0.04	0.07	—	805	805	0.03	0.03	814

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2028	2.5	13	27	0.05	0.29	1.2	1.5	0.26	0.28	0.54	—	6,961	6,961	0.27	0.22	7,037

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	2.9	15	19	0.06	0.55	0.65	1.2	0.51	0.09	0.60	—	6,415	6,415	0.26	0.06	6,439
2028	2.9	14	27	0.06	0.50	1.2	1.5	0.46	0.28	0.55	—	6,944	6,944	0.28	0.22	7,016
2029	2.8	16	27	0.05	0.54	1.2	1.4	0.50	0.28	0.53	—	6,902	6,902	0.27	0.22	6,974
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.30	1.5	2.0	0.01	0.05	0.02	0.07	0.05	< 0.005	0.05	—	600	600	0.02	0.01	603
2028	1.8	9.0	19	0.04	0.21	0.80	1.0	0.19	0.19	0.38	—	4,863	4,863	0.19	0.15	4,914
2029	0.42	2.3	3.7	0.01	0.07	0.07	0.14	0.07	0.02	0.08	—	979	979	0.04	0.02	984
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.05	0.28	0.36	< 0.005	0.01	< 0.005	0.01	0.01	< 0.005	0.01	—	99	99	< 0.005	< 0.005	100
2028	0.32	1.7	3.4	0.01	0.04	0.15	0.19	0.03	0.04	0.07	—	805	805	0.03	0.03	814
2029	0.08	0.42	0.67	< 0.005	0.01	0.01	0.03	0.01	< 0.005	0.02	—	162	162	0.01	< 0.005	163

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.7	8.9	11	0.03	0.29	—	0.29	0.27	—	0.27	—	3,411	3,411	0.14	0.03	3,422

Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28	1.5	1.8	0.01	0.05	—	0.05	0.04	—	0.04	—	561	561	0.02	< 0.005	563
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.27	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	93	93	< 0.005	< 0.005	93
Demolition	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.50	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	89	89	< 0.005	< 0.005	90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	15	15	< 0.005	< 0.005	15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.4	2.4	< 0.005	< 0.005	2.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.8	15	19	0.06	0.55	—	0.55	0.51	—	0.51	—	6,297	6,297	0.26	0.05	6,318
Dust From Material Movement	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	25	25	< 0.005	< 0.005	25
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.1	4.1	< 0.005	< 0.005	4.1
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.06	0.66	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	118	118	< 0.005	0.01	120
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.46	0.46	< 0.005	< 0.005	0.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.08	0.08	< 0.005	< 0.005	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.5. Site Preparation (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.8	14	19	0.06	0.50	—	0.50	0.46	—	0.46	—	6,299	6,299	0.26	0.05	6,321
Dust From Material Movement	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.33	0.44	< 0.005	0.01	—	0.01	0.01	—	0.01	—	148	148	0.01	< 0.005	148
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	24	24	< 0.005	< 0.005	25
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	0.62	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	116	116	< 0.005	0.01	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.7	2.7	< 0.005	< 0.005	2.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.45	0.45	< 0.005	< 0.005	0.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.7. Grading (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	6.3	9.5	0.02	0.26	—	0.26	0.24	—	0.24	—	2,334	2,334	0.09	0.02	2,342
Dust From Material Movement	—	—	—	—	—	0.54	0.54	—	0.06	0.06	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.17	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	—	64	64	< 0.005	< 0.005	64
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11	11	< 0.005	< 0.005	11
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.31	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	58	58	< 0.005	< 0.005	59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.07	1.3	0.44	0.01	0.01	0.25	0.26	0.01	0.07	0.08	—	951	951	0.05	0.15	997
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.6	1.6	< 0.005	< 0.005	1.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	26	26	< 0.005	< 0.005	27
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.3	4.3	< 0.005	< 0.005	4.5

3.9. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.8	11	22	0.05	0.27	—	0.27	0.25	—	0.25	—	5,133	5,133	0.21	0.04	5,151
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.8	11	22	0.05	0.27	—	0.27	0.25	—	0.25	—	5,133	5,133	0.21	0.04	5,151
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.2	7.3	14	0.03	0.18	—	0.18	0.17	—	0.17	—	3,415	3,415	0.14	0.03	3,427
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.22	1.3	2.6	0.01	0.03	—	0.03	0.03	—	0.03	—	565	565	0.02	< 0.005	567
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.36	4.4	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	873	873	0.03	0.04	888
Vendor	0.08	1.4	0.64	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	955	955	0.04	0.14	998
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.41	4.6	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	855	855	0.03	0.04	868
Vendor	0.07	1.5	0.66	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	956	956	0.04	0.14	997
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.27	2.9	0.00	0.00	0.60	0.60	0.00	0.14	0.14	—	570	570	0.02	0.03	579
Vendor	0.05	0.97	0.43	< 0.005	0.01	0.17	0.18	< 0.005	0.05	0.05	—	636	636	0.02	0.09	664
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.54	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	94	94	< 0.005	< 0.005	96
Vendor	0.01	0.18	0.08	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	105	105	< 0.005	0.02	110
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.9	11	22	0.05	0.25	—	0.25	0.23	—	0.23	—	5,133	5,133	0.21	0.04	5,151
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.51	1.0	< 0.005	0.01	—	0.01	0.01	—	0.01	—	241	241	0.01	< 0.005	242
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.09	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40	40	< 0.005	< 0.005	40
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.57	0.37	4.3	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	840	840	0.03	0.04	853
Vendor	0.07	1.4	0.63	0.01	0.01	0.26	0.27	0.01	0.07	0.08	—	929	929	0.03	0.14	970
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	39	39	< 0.005	< 0.005	40

Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	44	44	< 0.005	0.01	46
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.5	6.5	< 0.005	< 0.005	6.7
Vendor	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	7.2	7.2	< 0.005	< 0.005	7.5
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.13. Paving (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.7	15	21	0.05	0.54	—	0.54	0.50	—	0.50	—	5,828	5,828	0.24	0.05	5,848
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.30	1.7	2.3	0.01	0.06	—	0.06	0.05	—	0.05	—	639	639	0.03	0.01	641
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.31	0.43	< 0.005	0.01	—	0.01	0.01	—	0.01	—	106	106	< 0.005	< 0.005	106

Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.06	0.72	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	143	143	< 0.005	0.01	145
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16	16	< 0.005	< 0.005	16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.6	2.6	< 0.005	< 0.005	2.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	10/07/2027	12/29/2027	5.0	60	—
Site Preparation	Site Preparation	12/30/2027	1/12/2028	5.0	10.0	—
Grading	Grading	1/13/2028	1/26/2028	5.0	10.0	—
Building Construction	Building Construction	1/27/2028	1/24/2029	5.0	260	—
Paving	Paving	1/25/2029	3/21/2029	5.0	40	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	33	0.73
Demolition	Excavators	Diesel	Average	3.0	8.0	36	0.38
Demolition	Off-Highway Trucks	Diesel	Average	2.0	8.0	367	0.40
Site Preparation	Off-Highway Trucks	Diesel	Average	2.0	8.0	376	0.38
Site Preparation	Graders	Diesel	Average	1.00	8.0	84	0.37
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	8.0	376	0.38
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	84	0.37
Site Preparation	Excavators	Diesel	Average	1.00	8.0	36	0.38
Site Preparation	Concrete/Industrial Saws	Diesel	Average	1.00	8.0	33	0.73
Site Preparation	Off-Highway Trucks	Diesel	Average	1.00	8.0	376	0.38
Grading	Graders	Diesel	Average	1.00	8.0	148	0.41
Grading	Off-Highway Trucks	Diesel	Average	1.00	8.0	376	0.38
Grading	Rollers	Diesel	Average	1.00	8.0	36	0.38

Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	84	0.37
Building Construction	Aerial Lifts	Diesel	Average	3.0	8.0	367	0.29
Building Construction	Forklifts	Diesel	Average	2.0	8.0	82	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.0	84	0.37
Building Construction	Off-Highway Trucks	Diesel	Average	4.0	8.0	46	0.45
Building Construction	Rough Terrain Forklifts	Diesel	Average	2.0	8.0	96	0.40
Paving	Off-Highway Trucks	Diesel	Average	2.0	8.0	81	0.42
Paving	Skid Steer Loaders	Diesel	Average	2.0	8.0	89	0.36
Paving	Rollers	Diesel	Average	2.0	8.0	36	0.38
Paving	Pavers	Diesel	Average	1.00	8.0	81	0.42
Paving	Off-Highway Trucks	Diesel	Average	3.0	8.0	376	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15	8.8	LDA,LDT1,LDT2
Demolition	Vendor	—	5.3	HHDT,MHDT
Demolition	Hauling	0.00	20	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	20	8.8	LDA,LDT1,LDT2
Site Preparation	Vendor	—	5.3	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	10.0	8.8	LDA,LDT1,LDT2
Grading	Vendor	—	5.3	HHDT,MHDT
Grading	Hauling	14	20	HHDT

Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	147	8.8	LDA,LDT1,LDT2
Building Construction	Vendor	57	5.3	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	25	8.8	LDA,LDT1,LDT2
Paving	Vendor	—	5.3	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT
Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	0.00	0.00
Site Preparation	—	—	5.0	0.00	0.00
Grading	1,100	—	10.0	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	Industrial Park	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	532	0.03	< 0.005
2028	0.00	532	0.03	< 0.005
2029	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	8.0	annual days of extreme heat
Extreme Precipitation	7.0	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	21

AQ-PM	14
AQ-DPM	20
Drinking Water	—
Lead Risk Housing	—
Pesticides	18
Toxic Releases	27
Traffic	51
Effect Indicators	—
CleanUp Sites	20
Groundwater	69
Haz Waste Facilities/Generators	36
Impaired Water Bodies	83
Solid Waste	22
Sensitive Population	—
Asthma	26
Cardio-vascular	41
Low Birth Weights	—
Socioeconomic Factor Indicators	—
Education	—
Housing	—
Linguistic	—
Poverty	—
Unemployment	—

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—

Above Poverty	—
Employed	—
Median HI	—
Education	—
Bachelor's or higher	—
High school enrollment	—
Preschool enrollment	—
Transportation	—
Auto Access	—
Active commuting	—
Social	—
2-parent households	—
Voting	—
Neighborhood	—
Alcohol availability	—
Park access	—
Retail density	—
Supermarket access	—
Tree canopy	—
Housing	—
Homeownership	—
Housing habitability	—
Low-inc homeowner severe housing cost burden	—
Low-inc renter severe housing cost burden	—
Uncrowded housing	—
Health Outcomes	—
Insured adults	—
Arthritis	0.0

Asthma ER Admissions	97.4
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	0.0
Cognitively Disabled	99.8
Physically Disabled	99.8
Heart Attack ER Admissions	98.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	0.0
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	12.9
Children	99.4
Elderly	99.8
English Speaking	0.0
Foreign-born	0.0

Outdoor Workers	98.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	82.5
Traffic Density	0.0
Traffic Access	0.0
Other Indices	—
Hardship	0.0
Other Decision Support	—
2016 Voting	0.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	—
Healthy Places Index Score for Project Location (b)	—
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Construction Phases	construction schedule
Construction: Off-Road Equipment	as specified
Construction: Dust From Material Movement	as specified

APPENDIX D
GREENHOUSE GAS COMPLIANCE CHECKLIST

General Project Information

Contact Information	
Project or Plan Name: Terminal Improvements Project	
Address: 500 James Fowler Road, Santa Barbara, CA 93117	
Applicant Name and Co.: Jessica Metzger, City of Santa Barbara	
Contact Phone: 805-692-6032	**Contact Email:** jmetzger@santabarbaraca.gov
Was a consultant retained to complete this checklist? Yes☑ No☐ If Yes, complete the following:	
Consultant Name: Karin Bouler Company Name: RS&H California, Inc.	Contact Phone: 415-780-4603 Contact Email: karin.bouler@rsandh.com
Project Information	
What is the size of the project site or plan area (acres)? Gross: 4.2 acres Net: 0.38 acres	
Identify all applicable proposed land uses: ☐ Residential (indicate # of single- dwelling units): ☐ Residential (indicate # of multi-dwelling units): ☑ Commercial (indicate total square footage, gross and net): 92,500 gross sf; 32,500 net sf for terminal building ☑ Municipal (indicate total square footage, gross and net): 183,600 sf; 0 net for airfield and rental car lot ☐ Other (describe):	
Project Description	
This description should be consistent with the project description that will be used for the CEQA document. The description may be attached to the GHG Checklist if there are space constraints. see description in Addendum	

Compliance Checklist Table

Checklist Applicability	
Step 1 – The planner has confirmed that the project is not exempt from CEQA.	If the project is exempt from CEQA, then this compliance checklist does not apply and no further GHG analysis is required.
Step 2 – The planner has confirmed that the project involves new or substantially redeveloped residential, commercial, or mixed-use buildings, or additions of more than 2,000 square feet to existing residential, commercial, or mixed-use buildings.	If the project involves preparation of a CEQA Initial Study, Negative Declaration, Environmental Impact Report, Section 15183 Streamlining Analysis, or EIR/ND Addenda; but does not include 1) new buildings, or 2) substantial redevelopment, or 3) additions of more than 2,000 square feet of floor area, then this compliance checklist does not apply and no further GHG analysis is required.

Section 1: Land Use Consistency			
Regulation	**Requirements**	**Project/ Plan Compliance[1]**	**Required Explanation[2]**
General Plan	1a. Does the Project include a land use and/or zoning amendment? If "No", proceed to Section 2 – CAP Strategies Consistency. If "Yes", proceed to question 1b.	Yes ☐ No ☑	The project would be constructed within Airport property and would not require changes to land use or zoning designations
General Plan	1b. Does the land use and/or zoning amendment result in a more GHG-intensive project when compared to the existing conditions?	Yes ☐ No ☐	

[1] If "Yes " to both questions 1a and 1b , the applicant must prepare a Project -specific analysis of GHG emissions, including quantification of existing and projected GHG emissions compared to City GHG emissions thresholds or other GHG emissions thresholds determined appropriate by the City and incorporation of the CAP Update measures in this CEQA GHG Checklist to the extent feasible.

[2] Every question included in this checklist is required to be answered with explanation of either: 1) how it will be achieved, 2) why it will not be achieved, or 3) why it is not applicable.

Section 2: CAP Update Measures Consistency			
Regulation	**Requirements**	**Project/Plan Compliance[1]**	**Required Explanation[2]**
Building Energy			
City CAP Update (Measure BE-4)	2. **All Project Types - Building Electrification.** Will the Project/Plan comply with CAP Update Measure BE-4 and be all-electric with no natural gas hookup?	Yes ☑ No ☐ N/A[3] ☐	Yes, the project would not include any natural gas hookups
City CAP Update (Measure BE-7)	3. **All Project Types- Carbon Free Electricity.** Will the Project/Plan (whether all new construction, remodel, or combination thereof) retain Santa Barbara Clean Energy (SBCE) as the energy provider or otherwise utilize 100% carbon free electricity?[4]	Yes ☑ No ☐ N/A[3] ☐	The project is a municipal project and would be consistent with the CAP, including Measure BE-7.
City CAP Update (Measure T-6 and T-7)	4. **All Project Types - EV Charging Infrastructure.** Will the Project/Plan (whether all new construction, remodel, or combination thereof) meet or exceed the requirements of the California Green Building Standards Code, Title 24, Part 11, (CALGreen) **Tier II** for EV charging infrastructure?	Yes ☐ No ☐ N/A[5] ☑	The project would not affect or include public vehicle parking. Aircraft parking is not included in this requirement.
City CAP Update (Measure T-8)	5. **All Project Types - Off-Road Equipment Electrification.** Will the Project/Plan (whether all new construction, remodel, or combination thereof) commit[4] to the use of electrified off-road landscaping equipment (e.g., mowers, chippers, tractors) for ongoing operations and maintenance?	Yes ☐ No ☐ N/A[6] ☑	The project does not consist of off-road landscaping equipment and does not require a landscape plan where maintenance would be required
Transportation			
City CAP Update (Measure TR-2)	6. **All Project Types Reduce VMT**. Will the Project/Plan demonstrate a Vehicle Miles Traveled (VMT) reduction consistent with the City's CEQA Transportation Analysis Guidelines?[7]	Yes ☑ No ☐ N/A[8] ☐	Refer to the project VMT analysis in Appendix E of the Addendum.

[1] If "No", the applicant must prepare a Project/Plan-specific analysis of GHG emissions, including quantification of existing and projected GHG emissions compared to City GHG emissions thresholds or other GHG emissions thresholds determined appropriate by the City and incorporation of the CAP Update measures in this CEQA GHG Checklist to the extent feasible.

[2] Every question included in this checklist is required to be answered with explanation of either: 1) how it will be achieved, 2) why it will not be achieved, or 3) why it is not applicable.

[3] N/A applies to projects that do not consist of buildings that require energy usage.

[4] Compliance with this measure will be included in the project's Conditions of Approval.

[5] N/A applies to projects that do not require electric vehicle infrastructure.

[6] N/A applies to projects that do not consist of off-road landscaping equipment and do not require a landscape plan where maintenance would be required.

[7] Only projects screened out from VMT analysis or mitigated sufficiently to meet the City's reduction target can demonstrate consistency with the CAP Update through this checklist.

[8] N/A applies to projects that would not generate VMT.

APPENDIX E
VMT ASSESSMENT

ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.
Scott A. Schell

February 18, 2026 25045L01

Karin Bouler
RS&H
311 California Street, Suite 720
San Francisco, CA 94104

VMT ASSESSMENT FOR THE TERMINAL IMPROVEMENT PROJECT AT THE SANTA BARBARA MUNICIPAL AIRPORT – CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following Vehicle Miles Traveled (VMT) assessment for the Terminal Improvement Project at the Santa Barbara Municipal Airport (SBA) (the "Proposed Project"), located in the City of Santa Barbara (adjacent to the City of Goleta). The analysis reviews the Proposed Project's potential VMT impacts based on the City of Santa Barbara's and City of Goleta's adopted VMT thresholds. VMT refers to the amount and distance of automobile travel attributable to a project. An evaluation of the Proposed Project's consistency with the City of Santa Barbara's current Traffic Management Strategy policies and the City of Goleta's Circulation Element standards will be provided in a separate document.

PROJECT DESCRIPTION

The Proposed Project site is located at 500 James Fowler Road south of Hollister Avenue, as shown on Figure 1 (attached). Figure 2 illustrates the Proposed Project site plan. The Proposed Project is proposing to construct two additional passenger boarding bridges to replace two existing remain-over-night (RON) aircraft parking positions. Additionally, the Proposed Project is proposing two new ground-boarding gates to replace a third existing RON aircraft parking position and the adjacent overflow aircraft apron. The Proposed Project would consist of approximately 33,000 SF of additional internal space within the existing terminal. The building footprint would be extended by approximately 16,500 SF to accommodate the internal improvements, which includes additional space for departure processing (ticketing, baggage check), TSA security, baggage claim, building systems (HVAC, plumbing, custodial), concession space, office, storage, restroom, hold room and circulation space. The surface lot adjacent to the south end of the terminal, which is currently rental car parking, would be reconstructed and Building 122 would be demolished to accommodate the extended southern footprint of the terminal.

Access to the Proposed Project site is provided via two existing driveways on James Fowler Road and two existing driveways on Moffett Place. The eastern driveway on James Fowler Road provides full access in and out of the long-term parking lot and cell phone lot. The western driveway on James Fowler Road provides inbound only access to the long-term parking lot, short-term parking lot, passenger drop-off/pick-up areas, and rental car lot. The northern driveway on Moffett Place provides outbound only access from the short-term parking lot, rental car lot and passenger drop-off/pick-up areas. The southern driveway on Moffett Place provides full access in and out of the rental car lot. This southern driveway would be modified with the construction of the future garage just south of the terminals and would continue to provide full access in and out.

The Proposed Project was analyzed previously in the Final Program Environmental Impact Report (2017 EIR) for the 2017 Airport Master Plan (detailed summary of changes attached). The 2017 Airport Master Plan assumed 622,974 annual enplanements for the opening year of 2030. The revised Proposed Project, the 2025 Airport Master Plan, assumes 830,258 annual enplanements for the opening year of 2030 (+207,284 annual enplanements). The following analysis will compare the Proposed Project's consistency with the findings in the 2017 EIR.

ALTERNATIVE TRANSPORTATION OPTIONS

As alternatives to vehicle transportation to and from the airport, SBA is served by the alternative transportation methods as described below.

Transit

SBA is served by transit service provided by the Santa Barbara Metropolitan Transit District (MTD). The nearest bus stops to SBA are located on the east and west sides of James Fowler Road across from the terminal. The stops serve MTD Route 11, which provides service every 30 minutes on weekdays and weekends between UCSB and downtown Santa Barbara.

Shuttles

Multiple hotels in Santa Barbara provide complimentary shuttle services to and from SBA. The hotels provide pick-up and drop-off shuttle services to SBA to allow guests to access the property and SBA without requiring a rental car.

VMT ANALYSIS METHODOLOGY

The 2017 EIR did not include a VMT analysis, as it was not required at the time of completion because California Senate Bill 743 (SB 743) was not implemented until 2018. The following VMT analysis evaluates the Proposed Project's potential VMT impacts based on the increase in annual enplanements from the 2017 Airport Master Plan to the 2025 Airport Master Plan, as well as the increase in employees at the expanded terminal. The VMT analysis for the increase in enplanements provides a qualitative analysis to review how the additional passenger enplanements at the Santa Barbara airport would generate trips that would be diverted from other airports located in Southern California. The VMT analysis for the increase in employees includes a trip generation analysis and compares the Proposed Project's consistency with the City of Santa Barbara and City of Goleta's VMT screening criteria.

VMT Analysis - Enplanements

The future enplanements used in the VMT analysis come from the FAA-approved forecast. Having the FAA approve the forecast is the most concrete information that can be used. The forecast of future activity is quantified in terms of the number of passengers who would be expected to use SBA as well as the number of aircraft operations that would be expected to occur at SBA. Three primary factors are considered in preparing the aviation activity forecast: (1) historic aviation traffic at SBA; (2) current and future activity from commercial airlines; and (3) economic data for the SBA region. Construction of new facilities are also not elements or factors that affect aviation demand. Rather, as the Transportation Research Board (TRB) Airport Cooperative Research Board (ACRP) outlined in research they conducted, aviation demand is a function of the market. The ACRP was established as an industry-driven, applied research program that develops near-term, practical solutions to problems faced by airport operators. ACRP is managed by the TRB of the National Academies of Sciences, Engineering, and Medicine and is sponsored by the FAA among other sponsors. Among the many research studies conducted under ACRP, Synthesis Report No. 2, Airport Aviation Activity Forecasting, states: "Air travel is fundamentally a derived demand. In the case of business travel, it represents an input of productivity; in the case of leisure travel, it is part of the consumption of a broader activity (e.g., taking a vacation or visiting friends or relatives). In both cases, air travel demand derives from the desire or need to be at a certain location for a certain purpose and perhaps a certain time." Additionally, the report discusses the drivers of airport aviation activity, including the following: macroeconomic and demographic factors, airline market factors, air transport production costs and technology, regulatory factors, and substitutes for air travel. The report does not include, as a driver of aviation activity specifically, the construction or replacement of a passenger terminal building. Thus, the Proposed Project would not induce additional enplanements or aircraft operations because the increases in enplanements are not based on the size of a terminal or the number of gates at a terminal.

The reasons airlines use to determine where and when they fly includes a lot of factors. In general, ultra-low-cost carriers (ULCCs) (i.e., Spirit, Allegiant, etc.) use the cost of using an airport much more than a legacy carrier (e.g., United, Delta, American, Southwest, Alaska). Given that these ULCCs come and go at airports, it is not good practice to rely on their strategies for determining whether an airline would use a specific airport. Rather, these decisions by the airlines are driven by demand and are reflected in the FAA-approved forecast. Therefore, the Proposed Project would not encourage the airlines to switch airports. The Proposed Project is accommodating the future forecast, which shows that demand is increasing and that this will result in additional flights at SBA. As CEQA requires us to look at existing conditions compared to future with project conditions, we are accounting for the increase in enplanements. The forecast increase in enplanements is based on a variety of factors – but the cost for an airline is not a reliable metric to use.

As noted previously, the Proposed Project would accommodate the latest (2024) forecast enplanements of 830,258 for opening year 2030, which has increased from the 2017 Master Plan forecast 2030 enplanements of 622,974 (+207,284). The additional enplanements forecast to occur would likely come from within the Airport's existing catchment area (see Figure 3). Currently, some of these future enplanements may be using other further airports, such as the Los Angeles airport (LAX) and the Burbank airport (BUR). As shown on Figure 4, LAX is located approximately

106 miles south of the Santa Barbara airport and BUR is located approximately 98 miles south of the Santa Barbara airport. The enplanement forecast for 2030 would mean that passengers in the SBA catchment area would likely rely more heavily on SBA for flight departures and arrivals as the closer airport rather than from LAX, Burbank or other airports. As such, the Proposed Project would reduce the diversion of trips from SBA to the other airports that are further away, therefore resulting in a reduction in regional VMT. The enplanements component of the Proposed Project would therefore have a less-than-significant VMT impact.

VMT Analysis - Employees

SBA currently has 71 full-time employees that are not employed by the City and 22 full-time City employees. As a result of the Proposed Project, the number of non-City airport employees would increase by approximately 20 employees and the number of City airport employees by about four employees for a net increase of 24 employees. Table 1 presents the net increase in employees from 2025 to the Proposed Project's opening year (2030).

Table 1
Employee Forecast – 2025 to 2030

Employee Type	2025 Employees	2030 Employees	Net Increase
City Employees	22 Employees	26 Employees	+4 Employees
Non-City Employees	71 Employees	91 Employees	+20 Employees
Total	**93 Employees**	**117 Employees**	**+24 Employees**

The data presented in Table 1 show that the number of employees would increase by 24 employees.

VMT Analysis - Trip Generation

Trip generation estimates for the net increase in employees at the airport in 2030 were calculated using operational data. The analysis assumes that 50% of employees leave and return to the site during the day. Table 2 presents the trip generation forecasts for net increase in employees at the airport in 2030.

Table 2
Trip Generation – New Employees

Land Use	Size	ADT	
		Rate	Trips
Employees (a)	24 Employees	3.00	72

(a) ADT assumes 1 inbound + 1 outbound trip per vehicle. ADT also assumes 50% of employees leave the site during the day.

As shown in Table 2, the net increase in employees in 2030 is forecast to generate an additional 72 average daily trips (ADT).

VMT Analysis – City of Santa Barbara Thresholds

Screening Criteria

Since SB 743 is intended to provide CEQA relief to projects that support the State's GHG emission goals, the screening for projects presumed to have less than significant impacts is intended to incentivize development in areas where vehicle trips are shorter or where other modes of transportation are supported. The screening criteria therefore limits the technical analysis of CEQA transportation impacts to those projects which have the potential of significant impacts.

The State Office of Planning and Research (OPR) Technical Advisory identified project conditions to be reviewed at the CEQA Checklist stage to determine if a project can be presumed to have a less than significant CEQA transportation impact or if a specialized study in conformance with these guidelines is required for the determination.[1] Consistent with OPR guidance, project conditions that may be presumed to have less than significant CEQA transportation impacts include the following:

- Small projects
- Projects located within ½ mile of an Existing Major Transit Stop or ¼ mile of an Existing High-Quality Transit Corridor
- Neighborhood serving retail
- Affordable housing
- Accessory building or Accessory Dwelling Units (ADU's)

Small Projects

The City has developed its own screening criteria, based on local conditions. As relevant here, those criteria provide the conditions under which a project can be presumed to have a less-than-significant CEQA transportation impact, and are detailed in the City's Master Environmental Assessment Guidelines for Transportation Analysis.[2] The Guidelines state that, "Small projects may be presumed to have a less than significant CEQA transportation impact. A small project is defined as a project that generates 250 or fewer daily net vehicle trips on an average weekday."

As shown in Table 2, the net increase in employees for the Proposed Project is forecast to generate 72 ADT, which would be less than the Small Project screening criteria of 250 ADT. The employee component of the Proposed Project would therefore have a less-than-significant VMT impact based on the City of Santa Barbara screening criteria.

[1] Master Environmental Assessment Guidelines for Transportation Analysis, City of Santa Barbara, December 2023.
[2] Ibid.

VMT Analysis – City of Goleta Thresholds

Although not required, for informational purposes and due to the proximity of the City of Goleta (Goleta) to SBA, Goleta's VMT thresholds were analyzed compared to the VMT effects of the Proposed Project.

Goleta has published a "VMT Thresholds Study,"[3] in compliance with SB 743, which includes a requirement to analyze VMT as the transportation impact metric for CEQA rather than the traditional Level of Service (LOS) metric used previously.

Screening Criteria

Consistent with the recommendations in the OPR Technical Advisory, Section 3.0 of Goleta's VMT Thresholds Study establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact. Goleta's VMT screening criteria that apply to the Proposed Project are presented below. Both Screening Criteria 3.3 and 3.4 are relevant to the Proposed Project, so both are presented; however, a project only needs to only meet the screening criteria under one criterion to result a determination that the CEQA transportation impact would be less than significant.

3.3 Screening for Small Projects

"Projects that generate less than 110 automobile trips per day are presumed to have a less than significant VMT impact."

As shown in Table 2, the net increase in employees for the Proposed Project is forecast to generate 72 ADT, which would be less than the Small Project screening criteria of 110 ADT. The employee component of the Proposed Project would therefore have a less-than-significant VMT impact based on the City of Goleta screening criteria.

3.4 Map-Based Screening

> "Residential and work-based projects that are located in areas with existing low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Therefore, these projects can be presumed to have a less-than-significant VMT impact without the need to conduct a VMT analysis. The areas where projects would be presumed to have a less-than-significant VMT impact are depicted in Figure 3.1 for work-based projects and Figure 3.2 for residential projects. These indicate where residential and work-based projects would generate an average VMT of 15% or less below the baselines and would not require a VMT analysis. It's important to emphasize that if a project is not presumed to be less than significant based on these screening maps, it does not necessarily mean that the project will have a VMT impact, only that a less than significant impact cannot be assumed and that a VMT analysis would be necessary to make that determination."

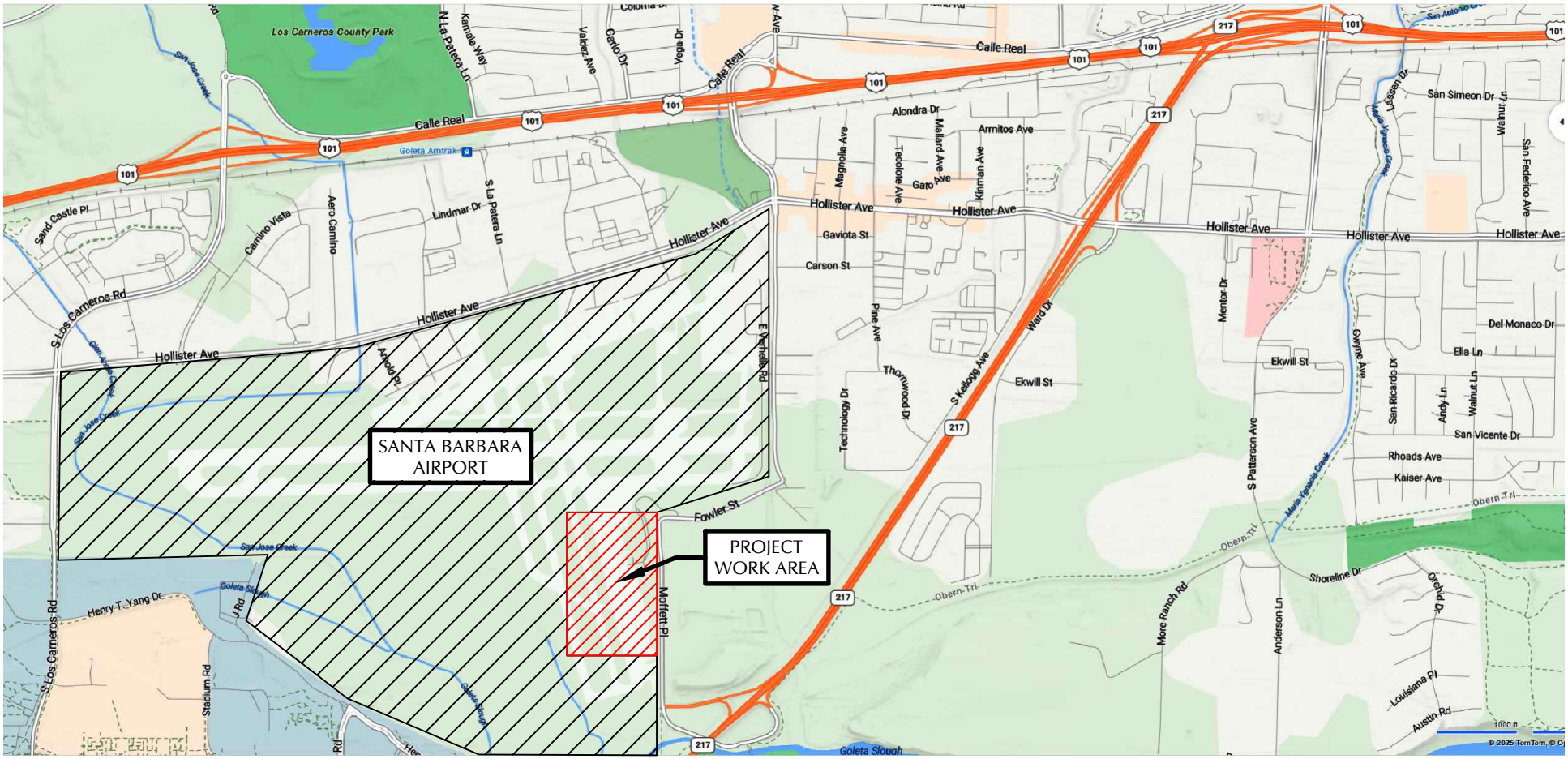
[3] VMT Thresholds Study, City of Goleta, GHD, July 2020.

Goleta's screening map for work-based projects (Figure 3.1 in the VMT Thresholds Study) is shown on Figure 5. As shown on the map, the Proposed Project, which is not located in the city of Goleta, is located adjacent to an area where the VMT impacts are presumed to be less than significant. The employee component of the Proposed Project would therefore have a less-than-significant VMT impact based on the City of Goleta map-based screening.

Associated Transportation Engineers

By: Scott A. Schell
Vice President

SAS/GOM/AGB



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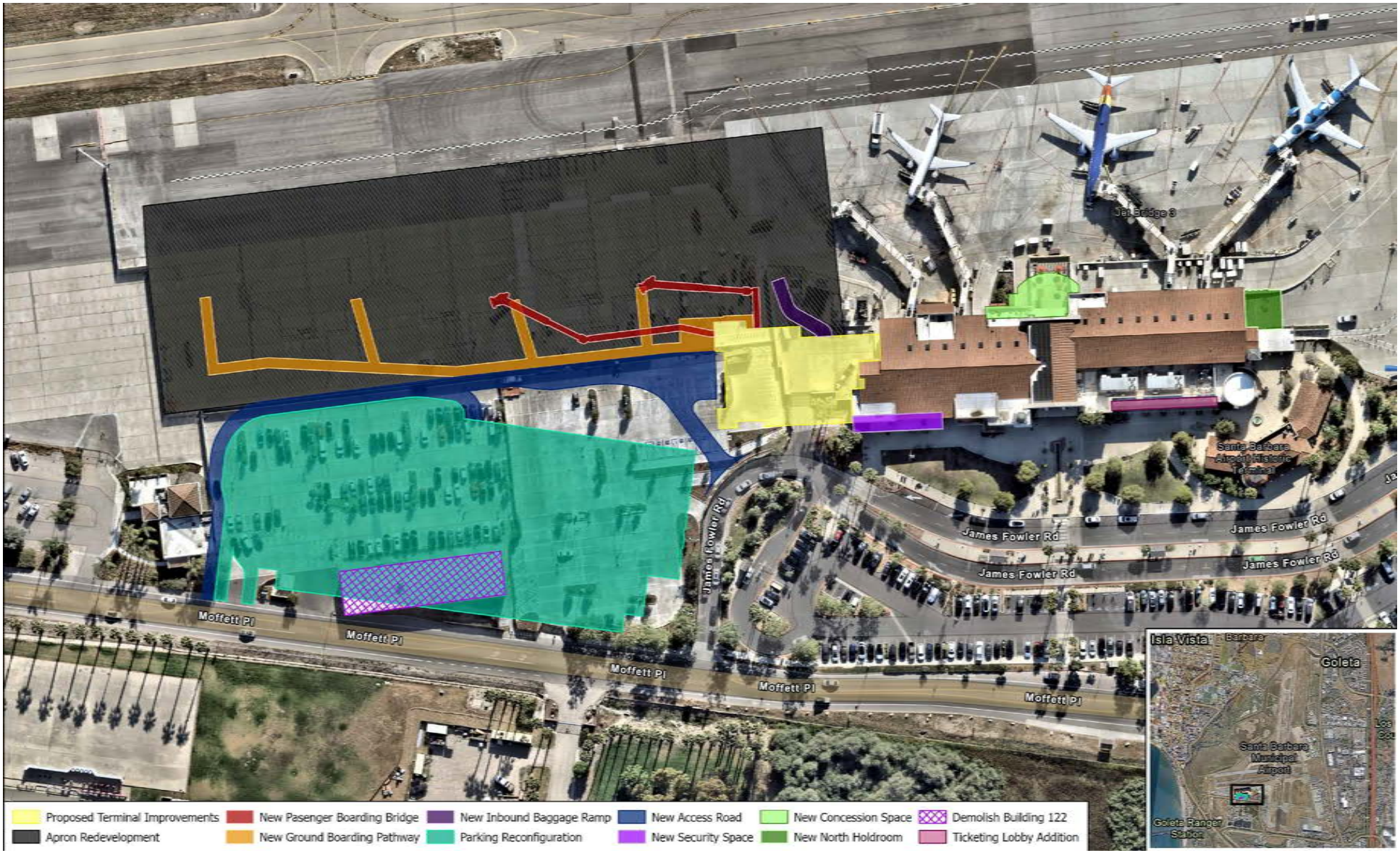
NOT TO SCALE

ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE LOCATION

FIGURE 1

GM- ATE#25045



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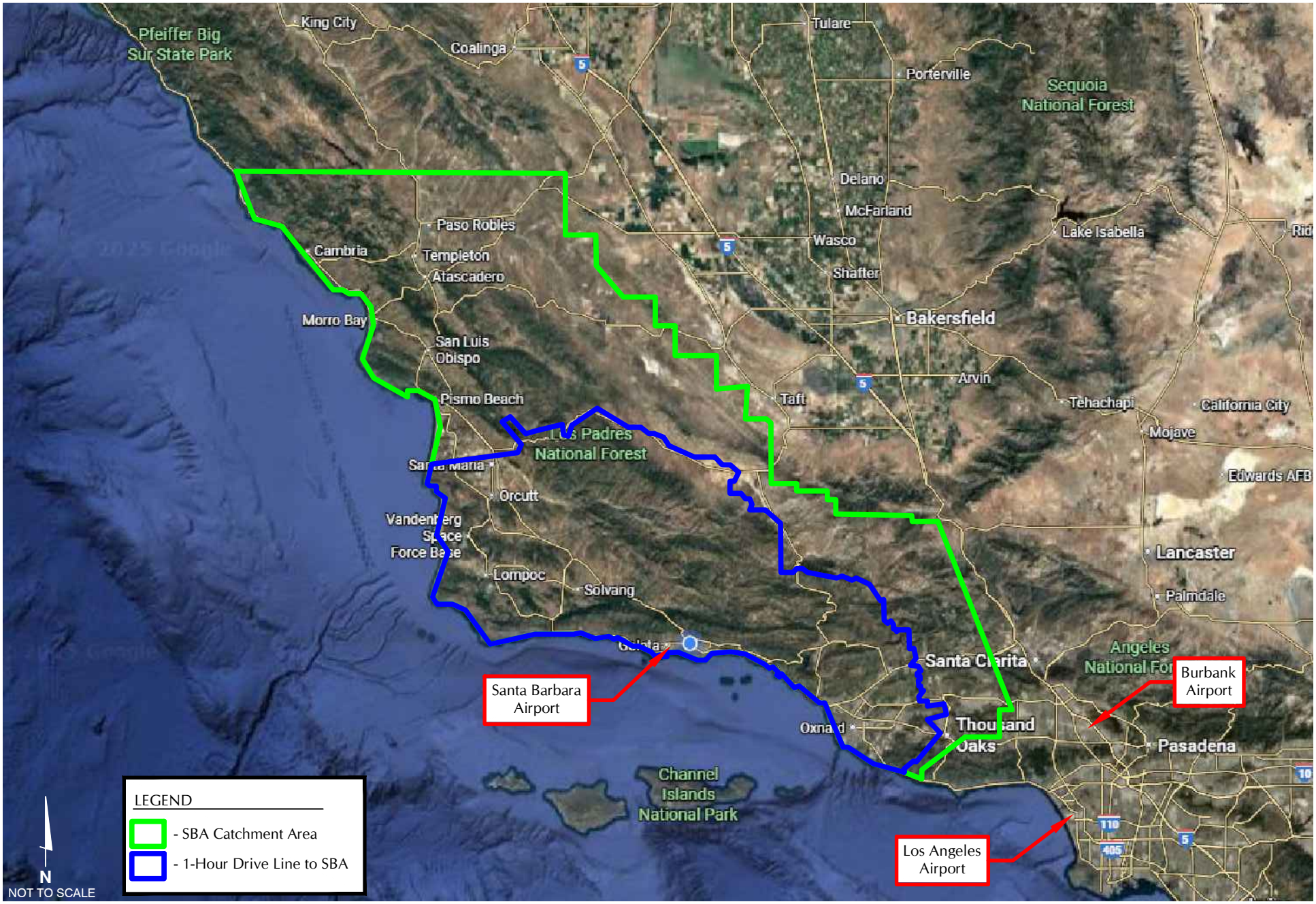
ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

FIGURE 2

GM- ATE#25045



ASSOCIATED TRANSPORTATION ENGINEERS

SBA PRIMARY CATCHMENT AREA BOUNDARIES

FIGURE 3

GM- ATE#25045



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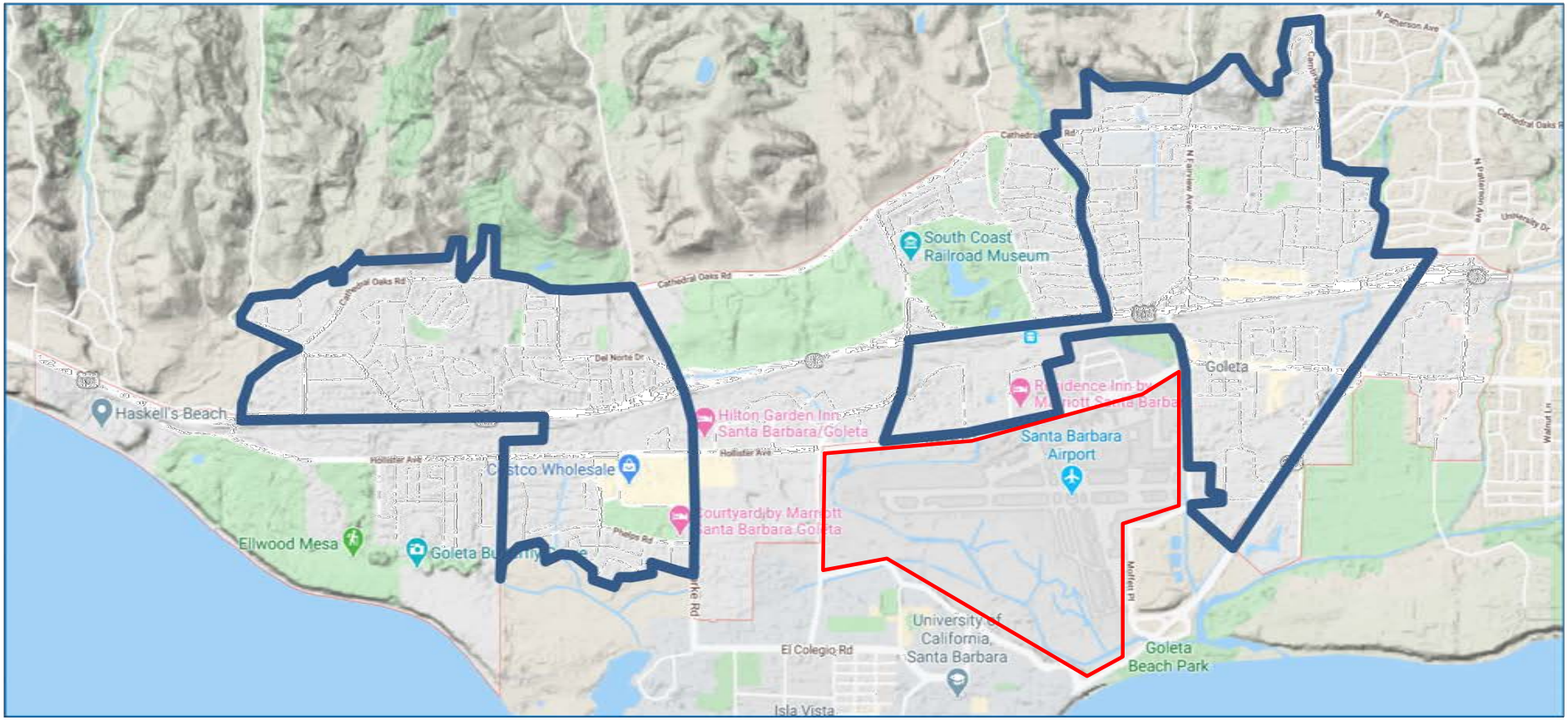
NEARBY AIRPORT LOCATIONS

FIGURE 4

GM- ATE#25045

Figure 3.1 Screening Area for Work-Based Projects



Summary of Changes between 2017 Final Program EIR and Proposed Project

Facility	2017 Final Program Environmental Impact Report (FPEIR)	Proposed Project
Terminal Building Improvements	• 16,190 square feet (sf) increase in footprint • 2 additional ground-loading aircraft gates • 3 additional passenger boarding bridges	• 16,500 sf increase in footprint • 30,000 sf additional internal space • 2 additional ground-loading aircraft gates • 2 additional passenger boarding bridges
Terminal and Overflow Apron Redevelopment	• 31,600 square yards (sy)	• 20,400 sy
General Aviation (GA) Facilities	• Relocation of GA facilities south of the Terminal building to the north side of the Airport	• Relocation of GA facilities is not included in the Proposed Project
Automobile Parking	• Expansion of two surface parking lots, east and south of the Terminal, for up to 1,315 additional parking spaces o 115 parking spaces east of Terminal o 1,200 parking spaces south of Terminal o No specific mention of demolition Building 122, but it would have been necessary for the parking lot improvements and the extension of the Terminal loop road.	• Expansion of the surface parking lots is not included in the Proposed Project o No work at the parking lot east of Terminal o Demolishment of Building 122 south of the Terminal
Terminal Loop Road	• Extension of the Terminal loop road to access the new surface parking lots and the redeveloped Terminal	• No work to the Terminal loop road is included in the Proposed Project • Construction of a new access road to the loading dock
Taxiway E (TW E) Realignment	• Realignment of TW E to provide consistent separation from Runway 15L-33R as well as additional apron space at the Terminal	• Realignment of TW E is not included in the Proposed Project
Lavatory Dump Station	• Construction of a lavatory dump station approximately 200 feet east of the southern end of Taxiway E	• Construction of the lavatory dump station is not included in the Proposed Project