Los Alamos Connected Community Project

On State Route 135 in Santa Barbara County

05-SB-135-PM 0.000/0.730

Project EA: 05-1Q450, Project ID: 0523000033

Initial Study with Proposed Negative Declaration

Volume 1 of 2

Prepared by the

State of California Department of Transportation

November 2024

Caltrans

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Santa Barbara County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance and minimization measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans district office at 50 Higuera Street, San Luis Obispo, California 93401. This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects

- Attend the public information meeting on December 11, 2024 from 5:30 p.m. to 6:30 p.m. at the Los Alamos Valley Men's Club in Los Alamos, California.

- Tell us what you think. If you have any comments regarding the proposed project, please attend the public meeting and/or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Lucas Marsalek, California Department of Transportation, 50 Higuera Street, San Luis Obispo, California 93401. Submit comments via email to: lucas.marsalek@dot.ca.gov.

- Submit comments by the deadline: January 3, 2025.

What happens next:

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

Accessibility Assistance

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For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Lucas Marsalek, District 5 Environmental Division, 50 Higuera Street, San Luis Obispo, California 93401; phone number 805-458-5408 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

05-SB-135-0.00/0.73
Project EA: 05-1Q450, Project ID:0523000033

Construct pedestrian and bicycle infrastructure to connect residential areas to the downtown community corridor and to Olga Reed Elementary School on State Route 135 from 0.1 mile south of the U.S. 101/135 separation to post mile 0.73 in Santa Barbara County.

INITIAL STUDY
with Proposed Negative Declaration

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

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

Scott Smith Digitally signed by Scott Smith
Date: 2024.11.21 08:58:34 -08'00'

Scott Smith
Office Chief, Environmental Analysis, District 5
California Department of Transportation
CEQA Lead Agency

11/21/2024

Date

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

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Phone: 805-458-5408
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DRAFT
Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Pending

District-County-Route-Post Mile: 05-SB-135-0.00/0.73

EA/Project Number: 05-1Q450, 0523000033

Project Description

The California Department of Transportation (Caltrans) proposes to construct pedestrian and bicycle infrastructure to connect residential areas to the downtown community corridor and to Olga Reed Elementary School on State Route 135 from 0.1 mile south of the U.S. 101/135 separation to post mile 0.73 in Santa Barbara County.

Determination

An Initial Study has been prepared by Caltrans District 5. On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on agriculture and forestry resources, energy, land use planning, mineral resources, population and housing, public services, transportation, tribal cultural resources, utilities and service systems, and wildfire.

The project would have no significant effect on aesthetics/visual resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, hazards and hazardous materials, noise, and recreation with the implementation of Caltrans' Standard Specifications, Standard Special Provisions, and avoidance and minimization measures described in the Initial Study and associated documents.

Scott Smith
Office Chief, Environmental Analysis, District 5
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to construct pedestrian and bicycle infrastructure for 0.9 mile of State Route 135 to connect residential areas to the downtown community corridor and Olga Reed Elementary School in Los Alamos. This project focuses on Complete Streets elements and will construct 4,800 feet of new sidewalk, 6,215 feet of buffered bike lanes, 575 feet of reconstructed sidewalk, 42 ramps compliant with the Americans with Disabilities Act, 17 traffic-calming curb extensions, and 23 marked crosswalks.

State Route 135 is a mostly two-lane conventional highway, beginning in Los Alamos and ending in Santa Maria. It serves as a western bypass of U.S. Route 101 in northern Santa Barbara County. U.S. Route 101, which passes along the eastern edge of Los Alamos, serves as the main transportation link between urban areas throughout the county and connects Santa Barbara County with Ventura County to the south and San Luis Obispo County to the north. In Los Alamos, State Route 135 is used heavily by freight truck traffic. Within the project limits are many local businesses that bring pedestrian and bicycle traffic to the area. The Caltrans 2016 Transportation Concept Report documented concerns of impaired mobility and accessibility in this area.

Los Alamos is a small unincorporated town with a population of approximately 1,890. It sits in a mostly agricultural region, surrounded by a landscape of rolling hills, with the cities of Buellton, Solvang, Los Olivos, Orcutt and Santa Maria nearby. The Los Alamos Connected Community project was granted an Active Transportation Program grant for $8,525,000 in 2023. The Active Transportation Program was created by Senate Bill 99 to encourage increased use of active modes of transportation, such as walking and biking. Project construction is expected to start in 2027 and span approximately 1.5 years. Temporary construction easements are needed to complete construction of the project.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to:

- Create continuous sidewalks on the north and south sides of State Route 135/Bell Street and on Centennial Street to the Olga Reed Elementary School.

- Close gaps in bike lanes throughout the travel corridor.
- Update curb ramps to meet Americans with Disabilities Act standards.

1.2.2 Need

The project is needed for the following reasons:

- There are gaps in the continuity of sidewalks and bike lanes on State Route 135/Bell Street in Los Alamos.
- There are not enough designed crosswalks, traffic-calming features, or bicycle corridors to provide safe access for bicyclists and pedestrians to local amenities and businesses.

1.3 Project Description

The Los Alamos Connected Community project proposes to construct pedestrian and bicycle infrastructure for 0.9 mile of State Route 135 to connect residential areas to the downtown community corridor and Olga Reed Elementary School in Los Alamos. The project focuses on Complete Streets elements and will construct 4,800 feet of new sidewalk, 6,215 feet of buffered bike lanes, 575 feet of reconstructed sidewalk, 42 ramps compliant with the Americans with Disabilities Act, 17 traffic-calming curb extensions, and 23 marked crosswalks. Other project elements include the addition of 10 benches, 7 trash cans and street lighting. The current capital construction cost estimate is $5,800,000. The current capital Right of Way cost estimate is $377,900. This is the first Caltrans project to receive Active Transportation Program funding from the California Transportation Commission.

Tree removal and pruning may be needed to construct project elements on State Route 135. Tree removal locations will be refined throughout project development, and pruning will be in accordance with standard practices and proposed measures. The project will require a Traffic Management Plan to minimize and manage traffic delays during construction. Night work is not currently expected.

Figure 1-1 shows the project vicinity within Santa Barbara County, and Figure 1-2 shows the location of the proposed project within the local community.

Figure 1-1: Project Vicinity Map

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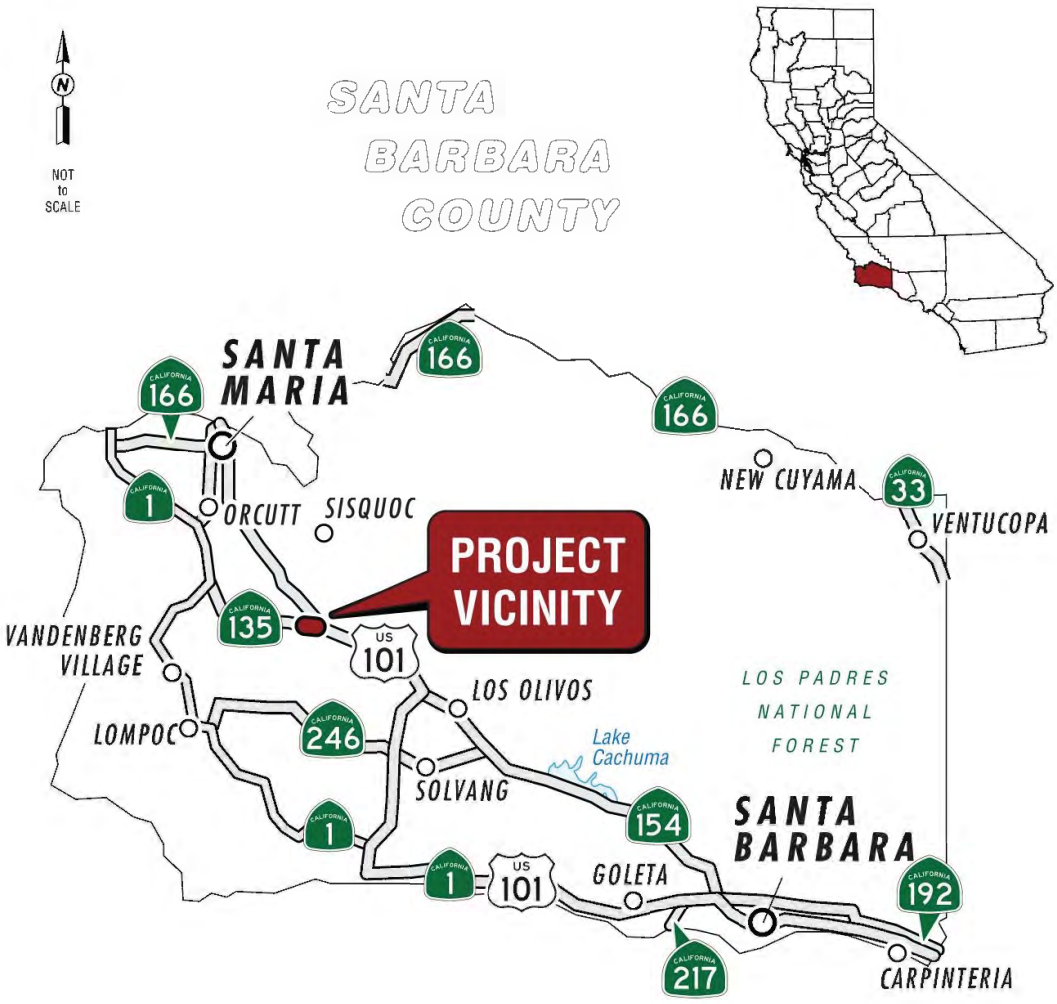

Figure 1-2: Project Location Map

1.3.1 Project Element: Complete Streets

The proposed work will fill gaps, correct deficiencies, and enhance safety by creating continuous sidewalks and completing the bicycle network. Work includes constructing 4,800 feet of new sidewalk, rehabilitating 575 feet of sidewalk, adding 42 new ramps compliant with the Americans with Disabilities Act, creating 6,215 feet of buffered Class II bike lanes, and 23 crosswalks improvements. Cost-wise, 95% of the bicycle-related project cost and 97% of the pedestrian-related project cost are going toward closing the gaps in infrastructure. Parts of Bell Street will be widened to incorporate new sidewalks, curbs/gutters and buffered bike lanes.

Widening of the road is proposed for the following locations along Bell Street:

- From Den Street to Saint Joseph Street (northbound and southbound)
- From Augusta Street to Wickenden Street (southbound)
- From Wickenden Street to Main Street (southbound)
- From Helena Street to Augusta Street (northbound and southbound)

These locations will be excavated, filled with 1 foot of Class II aggregate base, compacted, and then have 0.5 foot of rubberized hot-mix asphalt paved on top.

The width from right-of-way to right-of-way along Bell Street on State Route 135 ranges from approximately 75 feet to 100 feet. Some work such as curb extensions/bulb outs, curb ramps and sidewalks are adjacent to Santa Barbara County's right-of-way, perpendicular to State Route 135.

Bicycles are allowed on State Route 135 within the project limits. Buffered Class II bike lanes will be constructed along Bell Street from the beginning of State Route 135 all the way to Den Street. Sidewalks will be constructed along Bell Street throughout the downtown area and down Centennial Street to connect the downtown area to Olga Reed Elementary School. In replacing and constructing new sidewalks, the project will comply with the Americans with Disabilities Act at intersection curb ramps by building 42 curb ramps and 17 traffic-calming curb extensions. Multiple intersections throughout the project limits will receive high-visibility crosswalks.

1.3.2 Project Element: Additional Features

The project will also add 10 benches, 7 trash cans, and decorative lighting along the route. Some non-infrastructure components of the project include helmet and bicycle distribution, along with bike education and maintenance classes for children and adults.

1.4 Project Alternatives

1.4.1 Build Alternative

The Build Alternative is described in more detail in the Project Description, Section 1.3 above. The Build Alternative is considered the only viable alternative to implement Complete Streets improvements along State Route 135 in Los Alamos. There is no No-Build Alternative or rejected alternatives due to the unique nature of the project and the funding source.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response

to any specific environmental impact resulting from the proposed project. These measures are listed below under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

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

The contractor will be required to adhere to standard measures and best management practices used on all Caltrans projects during construction. Additional standard measures would be added to the project as necessary or appropriate. Some of the measures from Caltrans 2023 Standard Specifications for this project include, but are not limited to, the following:

- 7-1 Legal Relations and Responsibility to the Public: All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all the California Air Resources Board emissions reduction regulations. Also included is the preparation of a Lead Compliance Plan in accordance with Caltrans Standard Specification 7-1.02k(6)(j)(ii).

- 13-1 Water Pollution Control: Install facilities and devices used for Water Pollution Control practices before performing other job site activities. Install soil stabilization and sediment control materials for Water Pollution Control practices in all active areas or before any storm event. Repair or replace facilities and devices used for Water Pollution Control practices within 24 hours of discovering any damage.

- 13-2 Water Pollution Control Program: A Water Pollution Control Program includes developing and implementing the Water Pollution Control Program, providing a Water Pollution Control manager, conducting Water Pollution Control training, and monitoring, inspecting, and correcting Water Pollution Control practices.

- 13-3 Stormwater Pollution Prevention Plan: Create, submit, and implement a stormwater pollution prevention plan that includes the installation, maintenance, repair, and removal of temporary and permanent water pollution control practices.

- 13-4 Job Site Management: Job site management work includes spill prevention and control, material management, waste management, non-stormwater management, and dewatering activities.

- 13-6 Temporary Sediment Control: Section 13-6 includes specifications for installing temporary sediment control.

- 13-7 Temporary Tracking Control: Section 13-7 includes specifications for limiting and removing sediment and debris tracked onto roadway surfacing.

- 14-1 Environmental Stewardship: Environmentally Sensitive Area boundaries are marked on the ground and shall not be entered unless authorized.

- 14-2 Cultural Resources: If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: (1) Stop all work within a 60-foot radius of the discovery, (2) Secure the area, and (3) Notify the Engineer. Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources.

- 14-6 Biological Resources: Contains specifications for species protection, qualified personnel, protection plans, wetland protection, and invasive species control. Construction equipment will be free of excessive dirt that may contain weed seed before entering the construction site. If necessary, wash stations either onsite or offsite will be established for construction equipment under the guidance of Caltrans to minimize the spread of invasive plants and/or seed within the construction area.

- 14-7 Paleontological Resources: Standard Specification 14-7.03 provides procedures to be followed for unanticipated fossil discoveries.

- 14-8 Noise and Vibration: Caltrans Standard Specifications (Section 14-8.02) require the contractor to control and monitor noise resulting from work activities and not to exceed 86 A-weighted decibels maximum noise level at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. The contractor will consult the District Noise Specialist if complaints are received during the construction process.

- 14-9 Air Quality: To minimize dust emissions from the project, Section 14-9.02 (Air Pollution Control) of the 2022 Standard Specifications states that the contractor is responsible for complying with all local air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017 (Public Contract Code Section 10231). Requirements that reduce vehicle emissions, such as limits on idling time, may help reduce greenhouse gas emissions. The project would include a Transportation Management Plan that would reduce delays and related short-term increases in greenhouse gas emissions from disruptions in traffic flow during construction.

- 14-10 Solid Waste Disposal and Recycling: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of at the end of each work week. Following construction, all trash and debris shall be removed from work areas.

- 14-11 Hazardous Waste and Contamination: Implementation of Caltrans Standard Specifications 14-11.08 and 7-1.02k(6)(j)(iii) for regulated material containing Aerially Deposited Lead. All project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor onsite, at all times during construction. Also, implementation of Caltrans Standard Special Provision 14-11.14 requires Caltrans to assess the handling and disposal of potential wood waste generated during the project. All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Prior to the onset of work, Caltrans will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

- 21-2 Erosion Control Work: Best Management Practices may include hydraulic mulch, check dams, drainage inlet protection, fiber rolls, concrete washout, and Environmentally Sensitive Area fencing.

- 36-4 and 84-9 Cold Planing/Grinding and Removal of Paint: Implementation of Caltrans Standard Specification 84-9.03B for traffic stripe removal containing lead and/or Caltrans Standard Special Provision 36-4 for work involving residue from grinding and cold planing that contains lead from paint and thermoplastic.

1.6 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
State Historic Preservation Officer	Memorandum of Agreement (MOA)	To be obtained prior to signing of the final environmental document

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

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

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

2.1.1 Aesthetics

Considering the information in the Visual Impact Assessment for Los Alamos Connected Community Project dated October 27, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

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

Affected Environment

Los Alamos is in a narrow valley crossed by the San Antonio Creek watershed between the Purisima Hills and the Solomon Hills, about 15 miles southeast of the City of Santa Maria and 50 miles northwest of the City of Santa Barbara. The setting is mostly natural and rural landscape, with rolling topography dotted with scattered oak trees, chaparral, and grassland. U.S. Route 101 passes through the community in a northwest to southeast direction and provides the main connection between Los Alamos and Santa Maria to the north, and Santa Ynez Valley, Goleta, and Santa Barbara to the south. The U.S. Route 101/State Route 135 intersection acts as the main gateway to Los Alamos. State Route 135 (Bell Street) is the main transportation corridor through downtown Los Alamos, connecting Los Alamos with agricultural lands, State Route 1 and Vandenberg Space Force Base to the west.

State Route 135 is zoned as a commercial district and is a two-lane conventional highway within the town limits. The corridor is architecturally unique, with a quaint character; the rural charm is evident. While historic buildings are the main contributor to the western style of the corridor, flags, boulders, wooden sidewalks, planters, historic light fixtures, and other features along the roadway and on sidewalks contribute to the character. Together, buildings and streetscape elements create the historic western character embraced by the community.

Centennial Street is a two-lane north-south street that serves residential areas on both sides of Bell Street; it is the road that takes travelers to the Los Alamos County Park and Olga Reed Elementary School. Centennial Street is a roughly paved city street, rural in nature, with no roadway markings. Very limited paved sidewalk exists; pedestrians must travel on gravel between

businesses, schools, parks and other facilities. Bike facilities and infrastructure are not currently present.

Environmental Consequences

Alterations to the streetscape, including bike lanes, sidewalks, and traffic-calming features in addition to street furniture such as benches, trash receptacles and other elements, could influence the visual character of the town. Although the project may result in a more unified streetscape, the project may also result in a more engineered appearance to the pedestrian environment. Most of the project elements would not be uncharacteristic for the setting, but viewer sensitivity may be heightened because of the unique, small-town historic character of the community, the number of tourists and pedestrians in the area, and the proximity to residences and retail businesses. Planning policies, documents, and guidelines also indicate a heightened viewer sensitivity.

Avoidance, Minimization, and/or Mitigation Measures

Design decisions, streetscape element selection, and aesthetic treatments can reduce the potential for an over-built or engineered appearance incongruent with the town's historic western-style character. Community involvement is recommended regarding the aesthetics of the entire project and to maintain consistency with the town of Los Alamos planning documents. With implementation of the following minimization measures, the project would be consistent with the aesthetic and visual resource protection goals along State Route 135 (Bell Street), and potential visual impacts would be reduced:

AES1: Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques which save the most existing vegetation possible should be employed.

AES2: If proposed for project inclusion, street tree and landscape planting selection and locations shall be determined and approved by District 5 Landscape Architecture, considering safety, horticultural appropriateness, and maintainability in consistency with local planning documents.

AES3: Site furnishings, including but not limited to bike racks, benches, and lighting, shall be determined, and approved by District 5 Landscape Architecture.

AES4: Where feasible, consolidate signage, lighting, and other vertical elements to reduce visual clutter.

AES5: New lighting shall be dark sky compliant and consistent with local planning guidelines. Placement or lighting style should be selected to avoid impacts to residential housing.

AES6: Aesthetic treatment of sidewalks, curb extensions, crosswalks and other Complete Streets features shall be context appropriate and determined and approved by District 5 Landscape Architecture.

AES7: Community involvement is anticipated in the development of the aesthetic treatments, to be further developed and approved by District 5 Landscape Architecture in conjunction with Design.

AES8: Following construction, re-grade and re-contour all new construction staging areas and other temporary uses as necessary to match the surrounding pre-project topography.

2.1.2 Agriculture and Forestry Resources

Land uses within the areas of potential impact for the project are designated as urban/built-up land and other land. No Williamson Act contracts are in or adjacent to the project area. The project would not require any acquisition of property, and no farmland (directly or indirectly) would be converted to nonagricultural use. No forest land or timberland is identified in the project vicinity, nor would any forest or timberland be converted to non-forest use.

Considering this information, the following significance determinations have been made:

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

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

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

Considering the information in the Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memo, dated October 10, 2023, the following significance determinations have been made:

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

Affected Environment

The project is in the South-Central Coast Air Basin, which consists of San Luis Obispo, Santa Barbara, and Ventura counties. The Santa Barbara Air Pollution Control District regulates air quality in Santa Barbara County. The county is in non-attainment for the State Ambient Air Quality Standards for

Particulate Matter (PM10). It is in attainment for the State Ozone, Particulate Matter (PM2.5) and Carbon Monoxide standards. The county is in attainment for all federal air quality standards. The Federal Highway Administration first issued air quality conformity guidelines in 1993, which have been amended throughout the years. Since the project is in attainment for all federal ambient air quality standards, conformity requirements do not apply.

Environmental Consequences

Since no additional capacity or lanes are being added to the highway, there will be no difference in long-term air emissions with or without the project. No further long-term air quality analysis is required.

With almost every construction project, there will be a short-term temporary increase in air emissions and fugitive dust during the construction period. Use of equipment during project construction can generate fugitive dust that may have substantial temporary impacts on local air quality if large amounts of excavation, soil transport, and subsequent fill operations are necessary. It is anticipated that there will be some earthwork required, and consequently minimal dust generation would be expected.

Since diesel particulate matter is the number one airborne carcinogen in the state, if the activity involves the use of diesel-powered equipment within a quarter mile of a sensitive receptor such as a school, residence, daycare, or eldercare facility, the Air Pollution Control District may consider the impact significant. NOx (nitrogen oxides) emissions are estimated to be approximately 0.35 ton per year, which is not considered significant.

Because of the small scope of work in the community, the project presents minimal potential to subject surrounding sensitive receptors to inhalable construction emissions that would be considered significant. With use of standard construction dust and emission minimization practices and procedures, it is anticipated that project emissions of particulate matter (dust) and equipment emissions will be minimal. Further, construction emissions are calculated and discussed in the Greenhouse Gas Emissions Analysis, which shows that the equipment emissions are estimated to be within acceptable limits.

To minimize dust emissions from the project, the construction contractor is responsible for complying with all local air pollution control rules, regulations, ordinances, and statutes that apply to work performed. Also, stormwater practices will address water pollution control measures that correlate with standard dust emission minimization measures such as covering soil stockpiles and watering excavation and grading areas. With use of appropriate engineering design and stormwater Best Management Practices during construction, minimal short-term air quality impacts are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

2.1.4 Biological Resources

Considering the information in the Environmental Review: 05-1Q450 Los Alamos Connected Community Project No Effect Memo dated July 17, 2024, the following significance determinations have been made:

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

Affected Environment

The Biological Study Area is defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities. The Biological Study Area totals 14.20 acres, which include the roadway, median, sidewalk and highly disturbed roadway shoulder. The project Biological Study Area falls within a rural environment composed of both commercial and residential areas with disturbed roadway margins. The Area of Potential Impact occurs within the Biological Study Area from post miles 0.0 to 0.73 along State Route 135 as well as along Centennial Street and Den Street, which intersect State Route 135. The Area of Potential Impact is 10.28 acres and represents where anticipated ground disturbances will take place.

Prior to a field investigation, a review of sensitive species and habitats potentially occurring within or near the project vicinity was developed from Geographic Information Systems (GIS) data layers from the U.S. Fish and Wildlife Service Information for Planning and Consultation, the California Natural Diversity Database, the National Oceanic and Atmospheric Association (NOAA) National Marine Fisheries species list tool, the National Wetland Inventory for U.S. Army Corps of Engineers Wetlands and Waters of the U.S., and the California Native Plant Society. ArcGIS and Google Earth (current aerial imagery, critical habitat areas, topography) were used to further review and evaluate site conditions for all other potential biological concerns. Caltrans biologists conducted field visits of the project site on February 12, 2024, and May 7, 2024, to identify the project site's potential to support sensitive species and/or sensitive habitats.

Database searches revealed the following special-status species occurring within a 2.5-mile radius of the project area: American badger (*Taxidea taxus*), California red-legged frog (*Rana draytonii*), California tiger salamander (*Ambystoma californiense*), unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*), and western spadefoot toad (*Spea hammondii*). There are no records of sensitive plants or animals occurring within the project Biological Study Area where ground disturbance is anticipated. None of these species' habitat needs are present within the Biological Study Area.

The vegetation composition of the project area is ornamentals planted throughout neighboring homes and businesses, and ruderal vegetation on vacant lots and road shoulders. Most common species encountered include slender oat (*Avena barbata*), common sow thistle (*Sonchus oleraceus*), iceplant (*Carpobrotus edulis*), and summer mustard (*Hirschfeldia incana*), with nonnative grasses being the most abundant. The distribution of native vegetation within the project Biological Study Area is extremely limited.

Environmental Consequences

The work expected for this project will take place on the median, adjacent roadways, and roadway shoulders. Minor tree removal and hedge trimming are anticipated. Ground disturbance is limited to ruderal roadside habitat, urban roadside margins and the existing sidewalks.

No special-status species were found during biological surveys. The project site is not within U.S. Fish and Wildlife Service- or National Marine Fisheries Service-designated or proposed critical habitat. There is potential nesting habitat for common species within the Biological Study Area.

Tree removal and vegetation trimming are anticipated for this project for installation of new sidewalks and bike lanes. These activities could potentially affect nesting birds. Therefore, preconstruction surveys and nesting bird surveys will need to be conducted by a qualified biologist.

Avoidance, Minimization, and/or Mitigation Measures

The Federal Migratory Bird Treaty Act protects most North American migratory birds, nests, and eggs. California Department of Fish and Game Code Sections 3503, 3513, and 3800 also protect migratory birds. To avoid adverse effects to nesting birds, the following avoidance and minimization measures are recommended to ensure that no impacts would occur:

BIO1: If vegetation removal is required and conducted during nesting bird season (February 1 to September 30), before any vegetation is removed, a qualified biologist will conduct a focused nest survey for active migratory bird nests. If an active bird nest is found, an appropriate buffer based on the habits and needs of the species will be established. The nest area would be avoided until the nest is vacated and the juveniles have fledged and are no longer dependent on the nesting area.

BIO2: Staging areas, equipment, and material storage will be located in paved areas, gravel shoulders, existing pullouts, or cleared level areas. Before construction takes place, all work staging areas that are not located in existing pullouts or on previously disturbed ground surfaces must be evaluated by Caltrans Environmental for any potential environmental impacts.

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated May 2024, the following significance determinations have been made:

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

Affected Environment

The Area of Potential Effects, finalized in May 2024, includes all areas where project activities may directly or indirectly impact cultural resources. Because sidewalk work is proposed in downtown Los Alamos, adjacent to multiple built-environment resources, the architectural Area of Potential Effects includes adjacent parcels where proposed project work may affect historic resources. The archaeological Area of Potential Effects includes all areas where project activities may occur, including all ground disturbance and staging areas.

Consulting parties involved in the cultural resource identification efforts included the Santa Barbara County Historic Landmarks Advisory Commission, Native American Heritage Commission, Native American Tribes, Groups, and Individuals, Santa Barbara Historical Museum, Santa Barbara Trust for Historic Preservation, Santa Barbara Conservancy, Santa Maria Valley Historical Society, Santa Maria Valley Genealogical Society, and Santa Ynez Valley Historical Museum.

Architectural History

JRP Historical Consulting completed a Historical Resources Evaluation Report for this project. The evaluation found an eligible National Register of Historic Places/California Register of Historical Resources district and several individually eligible built environment properties within the Area of Potential Effects. The district was found eligible for the National Register of Historic Places/California Register of Historical Resources under Criterion A as an important example of commercial and roadside development that occurred in response to the construction of a major highway with a period of significance set between 1914 and 1958.

Ten built environment properties were found to be contributing to the district. Two of them—the Los Alamos Flagpole and the California Garage at 346 Bell Street—were found to be individually eligible for the National Register of Historic Places/California Register of Historical Resources. The Los Alamos

Flagpole was found individually eligible under Criterion A at the local level as representing the participation of the residents of Los Alamos in Liberty Loan Drives during World War I, with a period of significance set in 1918. The California Garage at 346 Bell Street was found individually eligible under Criterion C at the local level as an excellent example of a one-story commercial garage featuring Streamline Moderne details, with the period of significance set to 1929. This determination of eligibility received concurrence from the State Historic Preservation Officer in a letter dated June 10, 2024.

Caltrans District 5 cultural staff has assessed the effect of the project on the built environment properties found eligible for the National Register of Historic Places and California Register of Historical Resources (the Los Alamos Commercial District, the Los Alamos Flagpole, and the California Garage at 346 Bell Street) in December 2024, and found that if avoidance measures are implemented, the project would not have an adverse effect on any of the eligible properties.

Sources used in cultural resource identification efforts included the National Register of Historic Places, California Register of Historical Resources, National Historic Landmarks, California Historical Landmarks, California Points of Historical Interest, California Historical Resources Information System, Caltrans Historic Bridge Inventory, Caltrans Cultural Resources Database, county assessor's records, U.S. Geological Survey historical topographic maps, historic aerial imagery, Caltrans historical as-built plans, and California Highways and Public Works Journal.

Archaeology

An archaeological survey was conducted of the project area on January 18, 2024, and did not identify any archaeological resources within or adjacent to the project area. No resources have been previously recorded within or adjacent to the project area. The Archaeological Study Area has been surveyed multiple times between 1979 and the present. No archaeological resources have been documented in any of the surveys. Historic period documentation and mapping were also reviewed for potential for buried historical archaeological elements, such as privies, etc., and nothing has been documented in the Archaeological Study Area.

Environmental Consequences

Architectural History

Based on the available information from the Historic Property Evaluation Report, the Historical Resources Evaluation Report and the Finding of Effect Document, all of which have received Caltrans Cultural Studies Office and State Historic Preservation Officer concurrence; the project (if appropriate avoidance measures are implemented) will have a less than significant effect on built environment properties found eligible for the National Register of Historic Places and California Register of Historical Resources.

Archaeology

Based on survey and research, Caltrans concludes that there is low potential for buried archaeological resources for the Los Alamos Connected Community project. No evidence of human remains was observed within the project site. Human remains are not known to exist in or near the project site. No impacts to archaeological resources or human remains are expected.

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find.

Avoidance, Minimization, and/or Mitigation Measures

CULT1 If needed, the project will implement nonstandard specifications for work taking place near eligible properties and/or the establishment of environmental sensitive areas.

2.1.6 Energy

Implementation of the project would result in the short-term use of fossil fuels, electricity, and natural gas by construction vehicles and equipment to complete project elements for bike lanes, sidewalks, curb ramps, and other aesthetic elements. The use of these resources would be temporary and would not result in a significant demand on resources.

No direct or indirect effects related to wasteful, inefficient, or unnecessary energy consumption will occur. The project will not conflict with or obstruct any state or local plans for renewable energy or energy efficiency.

Considering the information in the Climate Change Report dated August 2024, and the Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memo dated October 10, 2023, the following significance determinations have been made:

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

2.1.7 Geology and Soils

Considering the information in the Paleontological Identification Report dated August 23, 2024, the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan dated February 2023, the U.S. Department of Agriculture-Natural Resources Conservation Service Soil Survey Geographic Database Soil Report, dated August 22, 2024, and the online resources of the California Department of Conservation and California Geologic Survey, the following significance determinations have been made:

Question—Would the project:	**CEQA Significance Determinations for Geology and Soils**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less Than Significant Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

Affected Environment

The community of Los Alamos sits in a long, wide valley of Quaternary period surficial sediment. These sediments generally date back to the Holocene and Pleistocene epochs and consist of gravel, sand, and clay deposits of alluvial streams and floods. Regionally, the community is flanked by two mountain ranges—the Santa Ynez Mountains to the south and the San Rafael Mountains to the east.

Earthquake Faults and Associated Hazards

The Los Alamos fault is in the general vicinity of the project location; at closest, it is about half a mile away. The fault lies at the eastern end of the Los Alamos Valley and is inferred to extend westward and to the south of Los Alamos. Most of the fault has not had any indicated activity since the late Quaternary period. One segment, though, is included in the Alquist-Priolo Earthquake Fault Zone Map by the California Geologic Survey and located about 2 miles east and southeast of the project site. This segment is generally drawn as a 3-mile-long segment that runs parallel to and on the east side of U.S. Route 101. Earthquakes associated with this fault occurred in 1902 and 1915, approximately 2.5 miles east of Los Alamos. No portion of the proposed project is directly in this earthquake zone.

The potential for strong seismic ground shaking in the project area is rated as low in the State Probabilistic Seismic Hazard Analysis from the California Department of Conservation and the California Geologic Survey. The area is described as a region that is distant from known, active faults and will experience lower levels of shaking less frequently. In most earthquakes, only weaker, masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking. The Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan lists the project area as having a 50 to 60 percent probability of shaking in 50 years.

The California Geologic Survey does not indicate this location as being in a landslide zone. However, the California Department of Conservation’s Reported Landslide database shows a 2023 mudflow at the project location. It was reported by the California Highway Patrol on March 10, 2023, and described as “flooding and mud flow” south of the Bell Street-State Route 135 intersection with Main Street.

Soils

A soil report was generated using the U.S. Department of Agriculture's Soil Survey. According to the report, the soil types present in the project limit are (in order of prevalence) Botella loam, Botella loam, slightly wet, Botella clay loam, sandy alluvial land, and Chamise shaly loam. The four most prevalent soils make up 98.8 percent of the total and are well drained with low soil erosion potential. Soil textures are loamy with low to moderate shrink-swell properties. Depth to water table is a minimum of 24 inches, but in most locations is greater than 80 inches.

Paleontology

The project lies in the Los Alamos Valley, entirely underlain by Pleistocene alluvial deposits composed of weakly consolidated, crudely stratified, poorly sorted deposits of gravel, sand, silt, and clay. The Pleistocene alluvial deposits have a high paleontological potential rating because deposits of similar age and depositional environment elsewhere in Central California have produced a large diversity of terrestrial vertebrates and occasionally freshwater vertebrates and invertebrates. Near the project limits, however, these deposits are not well studied, and no known fossil localities within the unit have been reported.

The project location is within the developed community of Los Alamos. It is likely that most surficial deposits underlying the roadway have been previously disturbed. It is expected that unmapped artificial fill is present elsewhere within the project alignment. Earthwork associated with the proposed project is expected to be shallow (not exceeding 3 feet in depth) and thus limited to previously disturbed deposits. Previously disturbed deposits have no paleontological potential because any fossils that may be present have lost their original geographic and stratigraphic contextual data, and therefore are not considered to be scientifically significant. No native sediments with a high paleontological potential ranking are expected to be disturbed by project construction.

Environmental Consequences

Earthquake Faults and Associated Hazards

Due to the proximity of the Los Alamos fault to the project location, there is a chance that damage from an earthquake or strong ground shaking could occur. Caltrans designs and constructs projects using current seismic standards to minimize potential impacts from earthquake-related hazards. With the project following current design standards provided in the Highway Design Manual, the potential impacts would be less than significant.

A mudflow in Santa Barbara County in 2023 was the result of accumulated rainfall of 1.35 inches in the first 10 days of March, following February rainfall totals of 7.86 inches. These heavy rainfall rates caused similar mud and debris flows throughout the county. The project will not generate additional

stormwater runoff that would increase saturated soil conditions leading to increased chances of mud and debris flow. The project will also not add stormwater volumes that would affect flood potential in the project area. Therefore, the potential impact would be less than significant.

Soils

Physical properties of a soil and the presence of water generally determine its erodibility, susceptibility to landslide, lateral spreading, subsidence, liquefication, collapse, or expansion. These properties are used to assess how a project may affect or be affected by the resource. Soil with loosely bonded materials, bare soils, and soil located on slopes are most susceptible to erosion. Landslides, lateral spreading, subsidence, liquefaction, and collapse are more likely to occur with soft textured soils or soils saturated with water. Soils that contain high percentages of clay and fine materials are more likely to shrink and swell during wet and dry periods.

Soils in the project location have a mostly loamy (stiff) texture, moderate to low clay content, and water tables far below the surface. Most are in low grade areas and have established ground cover. The project does not include the installation of a septic tank or the requirement for wastewater disposal. A Water Pollution Control Program or a Storm Water Pollution Prevention Plan will be prepared by the contractor to address potential short-term construction soil erosion. Therefore, there will be no impact to or from soil resources as a result of the project.

Paleontology

For the project, paleontological resources would not be adversely affected because earthwork would be minimal and primarily limited to previously disturbed deposits (no paleontological potential). All proposed project elements are not expected to require excavations extending deeper than 3 feet, which would only extend into disturbed surficial deposits along the edges of pavement. No high-paleontological-potential deposits would be disturbed.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memo, dated October 10, 2023, and the Climate Change Report, dated August 2024, the following significance determinations have been made:

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

Affected Environment

Greenhouse gas emissions from transportation projects can be divided into those produced during operation of the state highway system and those produced during construction. The main greenhouse gases produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of methane and nitrous oxide are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbon emissions is included in the transportation sector.

The Santa Barbara County Association of Governments' Regional Transportation Plan guides transportation development in the area. The Santa Barbara County Association of Governments is designated by state and federal governments as the Metropolitan Planning Organization, the Local Transportation Authority, and the Regional Transportation Planning Agency. The Santa Barbara County Association of Governments is responsible for developing a Regional Transportation Plan-Sustainable Communities Strategy for Santa Barbara County. The Santa Barbara County Association of Governments' 2021 Regional Transportation Plan-Sustainable Communities Strategy, Connected 2050, is the regional long-range plan to guide public policy decisions regarding transportation expenditures and financing (Santa Barbara County Association of Governments, 2021). Connected 2050 provides a comprehensive vision for the future balance between transportation and housing needs with social, economic, and environmental goals (Santa Barbara County Association of Governments, 2021). The County of Santa Barbara Comprehensive Plan elements address greenhouse gases in the project area.

Environmental Consequences

The CEQA (California Environmental Quality Act) Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code, Section 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself" (Cleveland National Forest Foundation versus San Diego Association of

Governments (2017) 3 California 5th 497, 512). In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

The Los Alamos Connected Community project proposes to construct pedestrian and bicycle infrastructure for 0.9 mile of State Route 135 to connect residential areas to the downtown community corridor and Olga Reed Elementary School in Los Alamos.

Operational Emissions

The purpose of the project is to connect existing sidewalks and bicycle lanes and create additional safety and accessible features; this project will not increase the vehicle capacity of the roadway. This type of project generally causes no increase in operational greenhouse gas emissions. Because the project would not increase the number of travel lanes on State Route 135, no increase in vehicle miles traveled would occur. While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected.

Construction Emissions

Construction greenhouse gas emissions would result from material processing and transportation, onsite construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction greenhouse gas emissions are produced for only a short time, they have long-term effects in the atmosphere, so they cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

An Air Quality, Noise, and Greenhouse Gas Technical Memorandum for the project was prepared in October 2023. Construction is expected to span approximately 112 working days and would result in 46 tons of carbon dioxide equivalent during that estimated time. Construction-generated greenhouse gas emissions were quantified based on project-specific construction data using the Caltrans Construction Emissions Tool, which largely models the emissions from construction equipment. Carbon dioxide equivalent is a measure used to compare emissions from various greenhouse gases based on their global warming potential. Calculating the carbon dioxide equivalent includes converting the emissions of other gases to the equivalent amount of carbon dioxide with the

same global warming potential, and then totaling the emissions together. For this project, the carbon dioxide equivalent calculation considers carbon dioxide and the converted equivalent amounts of methane (CH4), nitrous oxide (N2O), and hydrofluorocarbons (HFC). Note that these estimates are based on assumptions made during the environmental planning phase of the project and are considered a “ballpark estimate” of energy usage.

Although project construction would generate emissions, it is expected that the new infrastructures would reduce the overall use of greenhouse gas-generating vehicles, which would help reduce overall long-term emissions.

All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A and 7 1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all Air Resources Board emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

The project will also implement Caltrans standardized measures (such as construction best management practice) that apply to most or all Caltrans projects. Certain common regulations, such as equipment idling restrictions and development and implementation of a traffic control plan that reduce construction vehicle emissions also help reduce greenhouse gas emissions. Measures are discussed in more detail below in Project-Level Greenhouse Gas Reduction Strategies.

The project does not conflict with the Santa Barbara County General Plan, Santa Barbara County Climate Action Plan, or the Santa Barbara County Association of Governments’ Regional Transportation Plan-Sustainable Communities Strategy plan.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures will be implemented in addition to Caltrans Standard Specifications in the project to further reduce greenhouse gas emissions and potential climate change impacts from the project:

GHG1: The contractor will limit idling of delivery and dump trucks and other diesel-powered equipment when not in active operation.

GHG2: The contractor will maintain equipment in proper tune and working condition, use right-sized equipment for the job, and use equipment with new technologies when available.

GHG3: The project will reduce construction waste and maximize the use of recycled materials, such as on-site recycling of existing project features where applicable.

GHG4: Caltrans will plan equipment staging to minimize traffic conflicts and increase construction efficiency.

GHG5: The project will revegetate any removed vegetation at a ratio of at least 1 to 1, where applicable, following construction completion.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment [Hazardous Materials] dated December 29, 2023, the following significance determinations have been made:

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

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

A review of environmental records and agency databases pursuant to Government Code Section 65962.5 (e.g., GeoTracker, EnviroStor, Cortese List, CalGEM) was performed. No contaminant cleanup sites on the Cortese List within the Area of Potential Effects were found throughout the project corridor. No capped, abandoned or active oil wells are shown within 1,000 feet of the project limits on the CalGEM database. No contaminant cleanup sites were identified within 1,000 feet of the project limits on the EnviroStor Database. The GeoTracker database identified five contaminant cleanup sites within 1,000 feet of the project limits. All the sites are closed cases that have already been remediated. These sites are not expected to be encountered during project construction.

Aerially Deposited Lead: The historic use of leaded gasoline in automobiles has resulted in soils along roadways throughout California containing elevated concentrations of lead. Soil with lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control. The Aerially Deposited Lead Agreement outlines which soils can be safely reused within the project limits, and which soils must be exported and disposed of as hazardous waste. Aerially Deposited Lead may be present in regulated quantities within the project limits, especially in the eastern portion of the corridor (approximately between post miles 0.0 and 0.4) where there are fewer paved surfaces adjacent to the highway (Aerially Deposited Lead cannot accumulate beneath paved surfaces).

Environmental Consequences

Routine hazardous waste issues may be encountered during construction, but would be appropriately handled, treated, and disposed of (if required) with implementation of Caltrans Standard Specifications. During the project design phase, an Aerially Deposited Lead study may be completed, and the hazardous waste specialist will work with the project design team to determine the appropriate Standard Special Provisions to include in the construction contract.

With implementation of appropriate Standard Special Provisions, adverse effects to human health or the environment would not be expected.

During the project design phase, the hazardous waste specialist would work with the project design team to determine the extent to which unpaved areas will be disturbed during construction, and whether soil will be exported from the project or reused onsite. A site-specific Aerially Deposited Lead assessment that includes soil sampling and analysis would be completed during the project design phase once the limits of excavation are known.

One school is located within a quarter mile of the project limits: Olga Reed Elementary School at 480 Centennial Street, Los Alamos, CA 93440. The project would implement Caltrans Best Management Practices and other standard procedures during construction activities to properly store, handle, and dispose of potentially hazardous materials as described above.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

2.1.10 Hydrology and Water Quality

Considering the information in the Location Hydraulic Study dated December 14, 2023, and the Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memo dated October 10, 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact

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

Affected Environment

The nearest water body in the vicinity of the project is the San Antonio Creek. The project is within an undefined Hydrologic Area as well as an undefined Hydrologic Sub-Area (sub area 313.00) in the San Antonio Hydrologic Unit.

As the nearest receiving water body, San Antonio Creek includes impairments listed on the 2014/2016 Clean Water Act Section 303(d) list. Per the 303(d) list, this section of the river is impaired for ammonia, arsenic, boron, chloride, E. coli, oxygen (dissolved), selenium, sodium, and toxicity. According to the 2019 Basin Plan, the beneficial uses of San Antonio Creek are agricultural supply, warm and cold freshwater habitat, commercial and sport fishing, groundwater recharge, migration of aquatic organisms, municipal and domestic supply, rare, threatened, and endangered species, water contact and non-contact water recreation, spawning/reproduction/early development, and wildlife habitat.

There are no drinking water reservoirs and/or recharge facilities within the project limits. There are no existing stormwater treatment best management practices within the project limits.

The San Antonio Creek floodplain is designated within the project limits and follows along State Route 135.

Environmental Consequences

The project has potential to directly discharge stormwater within the project limits into San Antonio Creek. This project does not involve substantial excavation or earthwork activities that would cause or exacerbate existing conditions. By incorporating appropriate engineering design and robust stormwater best management practices during construction, minimal short-term water quality impacts are anticipated. The project would not result in significant long-term impacts to water quality. During the construction phase, the project will include a Water Pollution Control Program, or a Stormwater Pollution Prevention Plan prepared by the contractor to address short-term construction impacts on water quality.

According to the Location Hydraulic Study, the project does not alter a flood source or expose residences or buildings to flooding and risk to life or property remains unchanged. The project will not raise water surface elevations within the existing floodplains or floodways.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

2.1.11 Land Use and Planning

Existing and future land uses within or adjacent to the project limits on State Route 135 would not be changed as a result of the project, nor would the project divide an established community. No changes to the alignment, function, or capacity of the highway are proposed. The project would not conflict with the elements of the County of Santa Barbara General Plan, or any other land use policy or regulation intended to avoid or mitigate any effects on the environment. Because the project would not increase the capacity of the highway, it would not directly or indirectly cause changes in land uses that would conflict with planning policies and regulations.

Considering this information, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Considering the information in the Caltrans Division of Environmental Analysis Geographical Information Systems Library and the Santa Barbara County Comprehensive Plan – Conservation Element amended in August 2010, there are no mineral resources such as mine locations, mining districts, oil and gas seeps, or mining of disturbed areas in the project limits. Therefore, the following significance determinations have been made:

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

2.1.13 Noise

Considering the information in the Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memo, dated October 10, 2023, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact

Question—Would the project result in:	CEQA Significance Determinations for Noise
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

Affected Environment

The project spans a length of approximately 0.73 mile through the community of Los Alamos. Within the project limits, this section of State Route 135 lies in the Los Alamos Valley, at the foot of the Purisima Hills to the south. On either side of State Route 135, the roadway is lined with restaurants, hotels/motels, wine tasting rooms, and other businesses.

Environmental Consequences

Long-term noise abatement measures will not be recommended with this project because local noise levels will be the same after completion of the project as they were before.

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

As of the date of the Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memo (October 10, 2023), the project does not anticipate requiring nighttime work. Nighttime work can adversely impact residents' normal sleep activities.

Potential impacts at any given sensitive receptor location are expected to be very short-term in duration.

Avoidance, Minimization, and/or Noise Abatement Measures

NOISE1: Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. The notice should be published in local news media with the dates

and duration of the proposed construction activity. The District 5 Public Information Office posts the notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.

NOISE2: Shield loud pieces of stationary construction equipment if complaints are received.

NOISE3: Locate portable generators, air compressors, etc. away from sensitive noise receptors as feasible.

NOISE4: Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.

NOISE5: Use newer equipment that is quieter, and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer.

NOISE6: Consult District noise staff if complaints are received during the construction process.

2.1.14 Population and Housing

The project will not have an impact on population and housing. No additional housing or development is proposed, nor does the project remove or displace any existing housing.

Considering this information, the following significance determinations have been made:

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

2.1.15 Public Services

The project proposes to improve bike and pedestrian facilities in the community. No alterations to these facilities would have an impact on public services.

Considering this information, the following significance determinations have been made:

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

Affected Environment

Olga Reed Elementary School is located on Centennial Street in Los Alamos.

Environmental Consequences

An aim of the project is to improve pedestrian and bicycle access to the school. If the project is constructed during the school year, access along Centennial Street could be impacted. During construction, access to the school will be provided through the construction zone by using traffic control or other methods. Therefore, impacts are expected to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

2.1.16 Recreation

Considering the information discussed below, the following significance determinations have been made:

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

Affected Environment

Various recreational facilities are adjacent to or near the project limits along State Route 135 and Centennial Street in Los Alamos. These include Ferini Public Park, the school grounds of Olga Reed Elementary School, and the Los Alamos Senior Center. Segments of existing sidewalk and bicycle lanes exist to access these facilities.

Environmental Consequences

The purpose of the project is to improve pedestrian and bicycle access to recreational facilities and other amenities in the downtown area. The project will close existing gaps in sidewalks and bicycle lanes. An increase in use will not result in substantial physical deterioration. No new recreational facilities will be constructed. Therefore, impacts are expected to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

2.1.17 Transportation

The purpose of the project is to improve access and safety for pedestrians and bicyclists using this portion of State Route 135. The project will not change the function of the highway or increase the capacity of the highway; it therefore will not increase vehicle miles traveled or population growth. During construction, it is expected that traffic would be able to access the roadway and adequate emergency access would always be provided.

Considering this information, the following significance determinations have been made:

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

2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated May 2024, the following significance determinations have been made:

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

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

Affected Environment

The following Native American Tribes, groups, and individuals were contacted by Caltrans on January 4, 2024:

- Barbareño/Ventureño Band of Mission Indians Cultural Resource Committee
- Chumash Council of Bakersfield
- Coastal Band of the Chumash Nation
- Northern Chumash Tribal Council
- Santa Ynez Band of Chumash Indians

The following databases were consulted for the presence of cultural resources within a quarter-mile of the Archaeological Study Area:

- National Register of Historic Places
- California Office of Historic Preservation Database of Determinations of Eligibility
- California Register of Historical Resources
- California Historical Landmarks
- California Inventory of Historic Resources
- Caltrans Historic Highway Bridge Inventory
- Archaeological Records

Environmental Consequences

An archaeological survey was conducted of the project area on January 18, 2024. The survey did not identify any archaeological resources within or adjacent to the project area. No resources have been previously recorded within or adjacent to the project area. The Archaeological Study Area has been surveyed multiple times between 1979 and the present. No archaeological resources have been documented in any of the surveys. Historic period documentation and mapping were also reviewed for potential for buried historical archaeology, and nothing has been documented in the Archaeological Study Area. Based on these findings, Caltrans concludes that there is low potential for buried archaeological resources for the Los Alamos Connected Community project.

Avoidance, Minimization, and/or Mitigation Measures

No measures are proposed.

2.1.19 Utilities and Service Systems

Multiple utilities are located within the project limits, including natural gas, water, sewer, overhead telecommunications lines, and underground fiber optic and electrical lines. No utility conflicts have been identified. Locations of existing utilities would be confirmed during the Plans, Specifications, and Estimates phase of the project; with that information, Caltrans can confirm whether relocations would be necessary. Caltrans will continue communication with the utility owners throughout the Plans, Specifications, and Estimates phase and the Construction phase of the project to ensure that construction methods implemented for the project work locations would enable protection in place of existing utilities and that no conflicts occur with utility services or equipment. If utilities need to be relocated, Caltrans will review the proposed locations at that time to ensure no significant environmental effects are caused. The project does not include new wastewater, stormwater or natural gas lines.

Considering this information, the following significance determinations have been made:

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

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

2.1.20 Wildfire

According to the CalFire Fire Hazard Severity Zones mapping, the project limits do not extend into any state responsibility areas. The closest state responsibility areas are classified as high fire hazard severity zones. Santa Barbara County Land Use and Zoning maps show parcels on the north side of State Route 135 to be in a moderate fire hazard severity zone. All other project locations are uncategorized.

Considering this information, the following significance determinations have been made:

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

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

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less Than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact

Minor hedge trimming and tree removal are anticipated for the project, which could potentially affect bird nesting habitat. No special-status species were found during biological surveys and, if vegetation removal is required to take place during nesting season, a qualified biologist will conduct preconstruction and nesting surveys to assess the project area for potential impact.

For the project, 26 properties were evaluated in and adjacent to the project area. Of those, 10 were found eligible for listing in the National Register of Historic Places and California Register of Historical Resources as contributors to the proposed Historic District. Two of the properties were found eligible individually. If needed, the project will implement nonstandard specifications for work taking place near eligible properties and/or the establishment of environmental sensitive areas.

Greenhouse gas emissions are anticipated during the construction phase of the project. It is expected that the new infrastructures would reduce the

overall use of greenhouse gas-generating vehicles, reducing overall long-term emissions. Caltrans Special Specifications listed in the Hazards and Hazardous Materials section will be implemented to reduce the amount of greenhouse gas emissions and potential climate change impacts.

Olga Reed Elementary School sits in the project area along Centennial Street. If construction takes place during the school year, access to the school will be provided through the construction zone using appropriate methods such as traffic control.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2023

NON-DISCRIMINATION POLICY STATEMENT

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

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

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

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

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

TONY TAVARES
Director

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

List of Technical Studies Bound Separately (Volume 2)

Air Quality, Greenhouse Gas, Noise, and Water Quality Technical Memo

Biological Study No Effect Memo

Climate Change Report

Location Hydraulic Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Historic Architectural Survey Report

Hazardous Waste Reports

- Initial Site Assessment
- Paleontological Identification Report

Visual Impact Assessment

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

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

You can also send your request via email to: lucas.marsalek@dot.ca.gov, or call: 805-458-5408

Please provide the following information in your request:
Los Alamos Connected Community Project
State Route 135 in Santa Barbara County, from the U.S. Route 101 separation to Den Street and Centennial Street from State Route 135 to Olga Reed Elementary School
05-SB-135-0.00/0.73
EA 05-1Q450, Project ID 05-2300-0033