Vandenberg Village Pavement Preservation Project (CAPM)

Pavement Rehabilitation Project on State Route 1 in Santa Barbara County from postmile 23.000 to postmile 29.891

05-SB-1- PM 23.000 to 29.891

0521000138

Initial Study
with Proposed Mitigated Negative Declaration

Volume 1 of 2

Prepared by the
State of California Department of Transportation

October of 2025

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, minimization, and/or mitigation 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, from 8:00 AM to 5:00 PM. This document may be downloaded at the following website: https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects/05-1n890.

- Attend the public information meeting either in person or online on Thursday, November 13, 2025, at Allan Hancock College from 5:30 to 6:30 PM.

- Tell us what you think. If you have any comments regarding the proposed project, please attend the project meeting in person or online, and/or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Lucas Marsalek, District 5 Environmental Division, California Department of Transportation, 50 Higuera Street, San Luis Obispo, CA 93401. Submit comments via email to: Lucas.Marsalek@dot.ca.gov.

- Submit comments by the deadline: November 30, 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.

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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; (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-1-PM 23.000-29.891
Project ID Number 0521000138

Pavement rehabilitation project on State Route 1 in Santa Barbara County, from post mile 23.000 to 29.891.

INITIAL STUDY
with Proposed Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation
and
Local Agencies: The City of Lompoc, Vandenberg Space Force Base
Cooperating Agencies: The U.S. Fish and Wildlife Service
Responsible Agency: California Transportation Commission

Scott Smith Digitally signed by Scott Smith Date: 2025.10.30 14:54:42 -07'00'

Scott Smith
District 5 Environmental Office Chief
California Department of Transportation
NEPA Lead Agency

10/30/2025

Date

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

Lucas Marsalek, District 5 Environmental Analysis Division, 50 Higuera Street San Luis Obispo, California 93401, (805) 458-5408, Lucas.Marsalek@dot.ca.gov

DRAFT
Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Pending

District-County-Route-Post Mile: 05-SB-1- PM 23.000 to 29.891

EA/Project Number: 05-1N890/ 0521000138

Project Description

The California Department of Transportation (Caltrans) proposes to preserve and extend the service life of approximately 26.4 lane miles of existing pavement on State Route 1 in Santa Barbara County near Vandenberg Village by using Capital Preventative Maintenance strategies to improve satellite assets in poor condition. Rehabilitation strategies include but are not limited to usage of Rubberized Hot Mix Overlay, 0.15-inch cold planing, and shoulder backing. The project also includes three drainage restorations, four sign post panel replacements, upgrading approximately 1,900 linear feet of guardrail to Manual for Assessing Safety Hardware Implementation (MASH) standards, rehabilitating 21 curb ramps to meet Americans with Disabilities Act (ADA) compliance, bicycle markings at eight locations, and shoulder widening in three locations to accommodate bicycle turn lanes.

Determination

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

This Initial Study has been prepared by Caltrans District 5 and pending public review, determines that the proposed action will not have a significant effect on the environment for the following reasons:

The project would have no effect on agricultural and forestry resources, land use planning, population and housing, utilities and service systems, tribal cultural resources, and mineral resources.

The project would have less than significant effects to aesthetics, air quality, cultural resources, energy, greenhouse gas emissions, geology and soils, hydrology and water quality, noise, public services, recreation, transportation, and wildfire.

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

- **BIO-5**: Native, non-ornamental trees removed that have a Diameter at Breast Height (DBH) of greater than six inches may be replanted, as required, at a 1:1or 3:1 ratio as required dependent on size and species to mitigate for visual resources and biological resource related habitat loss. Additionally, temporary impacts to sensitive natural communities would be mitigated at a 1:1 ratio.

- **BIO-7**: Prior to construction, Caltrans shall prepare a Mitigation and Monitoring Plan (MMP) to mitigate impacts to vegetation and natural habitats. The Mitigation and Monitoring Plan shall be consistent with federal and state regulatory permit conditions, as required. Caltrans shall implement the Mitigation and Monitoring Plan as necessary during construction and immediately following project completion. Replacement plantings will be detailed in Caltrans' Landscape Architecture Landscape Planting Plan and the final Mitigation and Monitoring Plan. The Mitigation and Monitoring Plan will be developed in coordination with a biologist and will include developed planting specifications and grading plans to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation and Monitoring Plan will detail mitigation commitments and will be consistent with standards and mitigation requirements from the appropriate regulatory agencies. The Mitigation and Monitoring Plan will be prepared when 60 to 95% construction plans are complete and will be finalized through the permit review process with regulatory agencies.

_____

Scott Smith
District 5 Environmental Office Chief
California Department of Transportation

_____

Date

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Chapter 1 Proposed Project

1.1 Introduction

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

Caltrans proposes to rehabilitate approximately 6 miles (26.4 lane miles) of existing pavement using Capital Preventative Maintenance strategies. These strategies include but are not limited to, usage of a 0.15-inch Rubberized Hot Mix Asphalt overlay, cold planing (removing the paved surface to restore it to a specific profile), and shoulder backing (additional layers of thin granular material to prevent cracking on the pavement edge). The project will also include three drainage restorations, four sign post and panel replacements, approximately 1,900 linear feet of guardrail upgrades to MASH standards, rehabilitating/reconstructing 21 curb ramps to meet Americans with Disabilities Act (ADA) compliance, bicycle conflict markings at eight locations, and shoulder widening in three locations to accommodate bicycle turn lanes. Existing count stations damaged during construction will also be replaced. The project will occur between post miles 23.000 and 29.891 on State Route 1. See figure 1-1 for the Project Vicinity Map and figure 1-2 for the Project Location Map.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to address roadway deficiencies on State Route 1 within the project limits, with the goals to:

- Rehabilitate approximately six miles of deteriorated pavement within the project limits.
- Repair three culverts identified by the District 5 Culvert Inventory Program advisor as exhibiting severe corrosion and perforation.
- Upgrade four large roadside signs to meet the current retro reflectivity requirements.
- Approximately 1,900 linear feet of guardrail within the project limits do not meet Manual for Assessing Safety Hardware (MASH) compliance standards and require replacement with MASH compliant guardrail.
- Repair and upgrade 21 curb ramps within the project area to meet Americans with Disabilities Act (ADA) regulations.
- Widen shoulders in three locations for a bike throughline and install bicycle conflict markings in eight locations.

1.2.2 Need

This project is needed because the identified assets are in poor condition and will continue to deteriorate if they are not repaired or replaced. Failure to address these deficiencies may disrupt service on State Route 1 corridor through the project limits and result in eventual roadway failure. In addition, there is a need to enhance the transportation network for pedestrians, cyclists, and users of public transportation. Specific asset deficiencies that need to be addressed include the following:

- Six miles of deteriorated pavement within the project limits needs rehabilitation and repair to prevent further deterioration and roadway failure.
- Three culverts within the project limits have been identified by the District 5 Culvert Inventory Program advisor as severely corroded and perforated. Culvert repairs are needed at these locations.
- Two large roadside signs within the project limits do not meet current retro reflectivity requirements and need replacement.

- 1,901 linear feet of guardrail within the project limits do not meet MASH standards and require replacement with MASH compliant guardrail.
- 21 curb ramps within the project area do not meet Americans with Disabilities Act (ADA) regulations and must be upgraded to achieve ADA compliance.
- Intersection cross sections at 8 locations do not provide enough width for a separated bicycle slot between the through and right turn lanes and require shoulder widening to accommodate bicycle turn lanes.

1.3 Project Description

Mainline and Shoulder Rehabilitation

This project proposes to rehabilitate approximately six miles of Class 2 pavement using Capital Preventative Maintenance Strategies. Capital Preventative Maintenance strategies include but are not limited to, usage of a 0.15-inch Rubberized Hot Mix Asphalt overlay, cold planing up to 0.15 inch within project areas with concrete median barrier, dig-outs for the repair of localized areas, and shoulder backing to prevent erosion at the pavement edge. The anticipated design life of the new pavement is ten years. The roadway will be restriped, and rumble strips reinstalled upon completion. The existing Asphalt Concrete Dike will be removed and replaced.

Culvert and Drainage Rehabilitation

Three locations at post miles 23.37, 25.52, and 29.02 will receive drainage system restorations within the project limits. Drainage work includes but is not limited to, reinforced concrete pipe, headwalls, and rock slope protection areas.

Signage Upgrades

This project will include four signpost and panel replacements (two-post signs). Both signs will be replaced with type XI retroreflective sheeting. Retroreflective sign sheeting is comprised of glass particles which reflect light back to its original source, thus illuminating signs in low light conditions and increasing visibility to drivers without requiring additional sources of illumination.

Guardrail Upgrades

Approximately 1,900 linear feet of guardrail will be removed and replaced with a new guardrail system to meet current Manual for Assessing Safety Hardware (MASH) safety standards.

Curb Ramps

A total of 21 curb ramps will be upgraded or replaced to conform to Americans with Disabilities Act (ADA) standards.

Complete Streets

Proposed complete streets improvements include installing bicycle conflict markings at eight locations on State Route 1/ Purisima Road for 450 linear feet, and at four locations on State Route 1/ Constellation Road Interchange for 200 linear feet. Proposed complete street elements also include the widening of State Route 1 at three locations to accommodate a six-foot-wide bicycle lane between the right turn and through lanes:

- Southbound State Route 1/ Hancock Drive: 528 linear feet of widening
- Northbound State Route 1/ Timber Lane: 185 linear feet of widening
- Northbound State Route 1/ California Boulevard: 317 linear feet of widening

The intersection at the Northbound State Route 1 and Hancock Drive will be widened to accommodate a six-foot-wide bike lane.

Vegetation and Trees

The project may result in minor health impacts to the dripline and tree protection zone of native trees due to the proposed lane widening between post miles 23.50 and 23.60 near the entrance to Allan Hancock College. Removal of native trees is not anticipated, and any impacts to native trees would be mitigated at either a one-to-one or three-to-one ratio as determined by the project landscape architect and project biologist. Between post miles 29.30 to 29.40, at the intersection of State Route 1 and Timber Lane, and 29.80 to 29.90 near the entrance to Vandenberg Space Force Base, impacts may occur to non-native mature blue gum eucalyptus trees due to lane widening necessitating either complete removal or excavation within the critical root zone. Detailed information about impacts to trees and vegetation as well as appropriate avoidance, minimization, or mitigation strategies will be determined during the project's design phase.

Construction Period

Construction is expected to last approximately 170 to 200 working days between Summer and Winter of 2027.

Figure 1-1 Project Vicinity Map

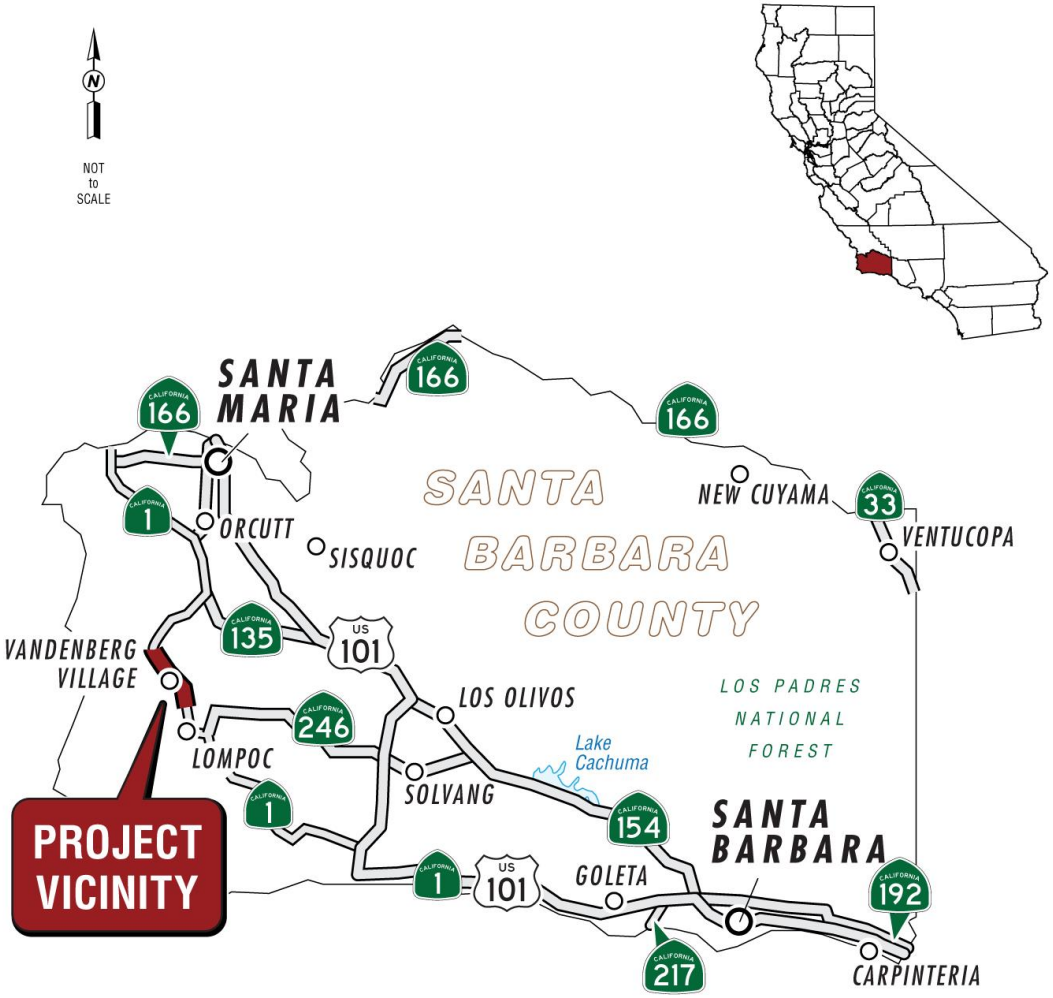
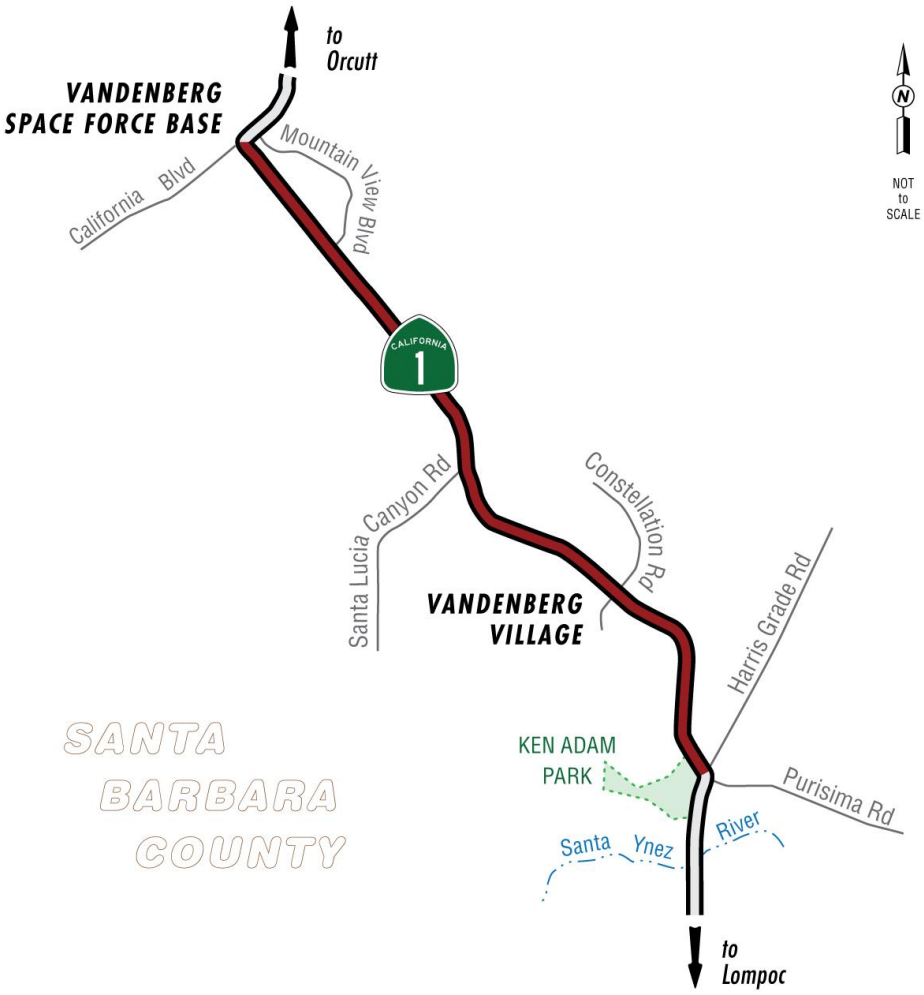


Figure 1-2 Project Location Map



1.4 Project Alternatives

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

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

1.4.1 Build Alternatives

Under the build alternative, the project will have temporary impacts to jurisdictional features. The build alternative will address the project's purpose and need by rehabilitating the pavement and shoulder, bringing curb ramps and guardrails to current Americans with Disabilities Act (ADA) and safety standards, replacing signposts and panels, and adding complete street features to enhance bicyclist and pedestrian safety. See the project description for additional details.

This project contains several 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 addressed in more detail under "Standard Measures and Best Management Practices Included in All Build Alternatives."

1.4.2 No-Build (No-Action) Alternative

Under the No-Build alternative, no work would occur on the project. Therefore, the project would not result in any temporary or permanent impacts on environmental and jurisdictional resources. However, this alternative would not address the purpose and need of the project. With the No-Build alternative, the roadway condition would continue to worsen, curb ramps and guardrails would not be upgraded to Americans with Disabilities Act (ADA) and Manual for Assessing Safety Hardware (MASH) standards, and signposts and panels would not be replaced. Additionally, the No-Build alternative would not address changes to complete streets that enhance pedestrian and cyclist mobility. Routine maintenance activities would continue.

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

This project will include a list of Caltrans standard measures that are typically used on all Caltrans projects. Caltrans standard measures are considered features of the project and are evaluated as part of the project. Caltrans standard measures are not implemented to address any specific effects, impacts, or circumstances associated with the project but are instead implemented as part of the project's design to address common issues encountered on projects. The measures listed below are those related to environmental resources and are applicable to the project. These measures can be found in the Caltrans 2023 Standard Specifications document.

- 7-1 Legal Relations and Responsibility to the Public
- 10-4 Water Usage

- 10-5 Dust Control
- 10-6 Watering
- 12-1 Temporary Traffic Control
- 12-3 Temporary Traffic Control Devices
- 12-4 Maintaining Traffic
- 13-1 Water Pollution Control
- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 13-6 Temporary Sediment Control
- 13-7 Temporary Tracking Control
- 13-10 Temporary Linear Sediment Barriers
- 14-1 General
- 14-2 Cultural Resources
- 14-6 Biological Resources
- 14-8 Noise and Vibration
- 14-9 Air Quality
- 14-10 Solid Waste Disposal and Recycling
- 14-11 Hazardous Waste and Contamination
- 14-12 Other Agency Regulatory Requirements
- 17-2 Clearing and Grubbing
- 18-1 Dust Palliatives
- 20-1 Landscape
- 20-3 Planting
- 20-4 Plant Establishment Work
- 21-2 Erosion Control Work

Additional measures would be added to the project as necessary or appropriate. In addition, prior to project construction a Transportation Management Plan would be developed to manage traffic during construction.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National

Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

Due to the ambiguous nature of the project's jurisdictional area, and the small size of the anticipated impact area, regulatory permits may not be required. Caltrans intends to submit application packages to obtain permits for potential impacts to aquatic habitats with the understanding that the respective agencies may decide not to regulate the proposed activity and therefore forgo the permit process.

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

Agency	Permits, Licenses, Agreements, and Certifications	Status
U.S. Army Corps of Engineers	Nationwide Permit	Will be obtained before construction.
California Department of Fish and Wildlife	Streambed Alteration Agreement (1602 Permit)	Will be obtained before construction following consultation with California Department of Fish and Wildlife.
Regional Water Quality Control Board	Water Quality Certification	Will be obtained before construction.

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 (VIA) dated August 15, 2025, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

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

Affected Environment

State Route 1 throughout the project limits is a four-lane conventional highway that accommodates local and interregional traffic. The project limits begin 0.3 miles south of Purisima Road and north of the urban edge of Lompoc and ends where State Route 1 intersects with the Vandenberg Space Force Main Gate. State Route 1 is not designated as a State Scenic Highway throughout the project limits. While the route is not designated as a Scenic Highway, its scenic qualities are recognized and protected in both local and regional policies. Both the City of Lompoc 2030 General Plan Conservation Element and the Santa Barbara County Comprehensive Plan emphasize the protection of scenic resources and the use of aesthetic treatments to enhance the visual appeal of streetscape features.

Within the project limits, State Route 1 contains a varied regional setting, with predominately rural terrain characterized by coastal scrub, maritime chaparral, oak woodlands, eucalyptus groves, and scattered pine stands. Topography within the project limits ranges from flat mesas to gently rolling hills. The project passes through Vandenberg Village, a small rural residential enclave situated between post miles 26.5 to 28.0. Near post mile 23.0 at the project's start point, the setting transitions to urban use with developments such as sidewalks, street trees, and commercial businesses.

The project's Area of Visual Effect (AVE) is defined as the entire viewshed throughout the project limits where project features or activities may be visible and have the potential to alter the preexisting visual character of the landscape. The Visual Impact Assessment categorizes the Area of Visual Effect into five post mile segments with varying degrees of viewer sensitivity and visual character. The table below summarizes the visual sensitivity of these segments based on criteria identified in the Visual Impact Assessment.

Table 2-1 Project Segments in Area of Visual Effect

Post mile Range	Location	Setting	Visual Character	Viewer Sensitivity
23.0 – 24.5	South of Purisima Road - Santa Ynez River Crossing	Mixture of rural and low-density development areas	Natural with intermittent views and high scenic integrity	Moderate
24.5 – 26.5	Santa Ynez River – Burton Mesa	Open space containing maritime chaparral and oak woodland	Natural, high scenic integrity, with opportunities for recreation activities	Moderate to High
26.5 – 28.0	Near Vandenberg Village	Mixture of native vegetation and residential development	Moderately natural and residential	High
28.0 – 29.0	South of Vandenberg Space Force Base Main Gate	Patchy vegetation and views of nearby agriculture and infrastructure	Moderately natural character and open views	Moderate to Low
29.0 – 29.9	Vandenberg Space Force Base Main Gate	Windrows of Eucalyptus restrict views and public access is restricted	Characterized by military infrastructure, fencing, and signage	Low

Environmental Consequences

The project would result in visual changes that would be visible to both travelers and local neighbors within the project limits. Visual changes would be detectable to users of State Route 1 (motorists, bicyclists, pedestrians), and to residents or other visitors who utilize nearby frontage roads or commercial developments along the route.

The installation of guardrail between post miles 23.00 and 24.5 would result in new elements which are slightly taller compared to existing conditions; however, new guardrail would not inhibit views to scenic vistas or detract from the experience of users in nearby recreational areas. Because the project is in a predominately rural corridor, the addition of guardrail, sidewalks, signs,

increased shoulder widths, and gore paving could result in an increase of urban character. However, the implementation of aesthetic treatments to visible project elements would serve to increase compatibility with the natural setting of the project area.

Lane widening could also result in the removal of mature blue gum Eucalyptus between post miles 23.5 to 26.6; however, most trees would remain protected. Areas of Blue Gum Eucalyptus removal would become revegetated over time and regain their natural appearance. The removal and revegetation of Blue Gum Eucalyptus would be largely unnoticeable to the traveling public.

The project is not located on a State Scenic Highway, and no impacts to trees, rock outcroppings, or historic buildings are anticipated. The project would not result in the generation of new light sources that could disrupt nighttime views. The avoidance and minimization measures proposed below are consistent with local and regional policies regarding the protection of visual resources.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation for visual impacts will be required for this project. With implementation of the following avoidance and minimization measures, the project would be consistent with the aesthetic and visual resource protection goals along State Route 1, and visual impacts would be minimized or reduced to the greatest extent feasible.

AES-1: Preserve existing vegetation to the maximum extent feasible. Prescriptive clearing and grubbing and grading techniques which save the most existing vegetation possible should be employed.

AES-2: Revegetation shall include aesthetic considerations as well as the inherent biological goals as determined by the Caltrans Biologist and Caltrans District 5 Landscape Architect.

AES-3: Visible concrete drainage elements should be colored to blend with the surroundings and reduce reflectivity. The specific treatment of these concrete elements shall be determined by Caltrans District 5 Landscape Architecture.

AES-4: Following construction, staging areas and other temporary uses would be re-graded and re-contoured as necessary to match the surrounding pre-project topography.

AES-5: If vegetation control under guardrail is necessary, the color shall be determined and approved by Caltrans District 5 Landscape Architecture.

2.1.2 Agriculture and Forestry Resources

Lead agencies, such as Caltrans, are required by the California Department of Conservation to provide notice when a proposed project will acquire land enrolled in a Williamson Act Contract or be located in an agricultural preserve. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

The project area is situated approximately 11 miles west of the borders Los Padres Central and Los Padres South National Forest, the foothills of the Sierra Madre and San Rafael Mountain ranges, and is outside of U.S. Forest Service boundaries. The project area does not pass through areas identified by the U.S. Forest service Forest Legacy Assessment Program and Forest Inventory Analysis Programs as being under threat of conversion. The northern and southern ends of the project area are bordered by residential areas and built-up urban land. Much of the project passes through undeveloped and rural land owned by the Vandenberg Space Force Base or the Burton Mesa Ecological Reserve.

North of the Santa Lucia Canyon Road and State Route 1 intersection, the project passes through U.S. Department of Agriculture-mapped prime soils on parcels owned by Vandenberg Space Force Base near post miles 24.27 and 26.78. These two locations are not used for agricultural purposes. Therefore, project activities in areas containing prime soils would not interfere with any active or ongoing agricultural operations. Past the southernmost end of the project area and post mile 23.00, multiple parcels of Williamson Act contracted prime and non-prime agricultural land are situated adjacent to Purisima Road and State Route 246, on the western and eastern sides of Lompoc proper. The project will not be acquiring or converting Farmland Mapping and Monitoring Program Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Williamson Act Contracted land. There are no anticipated impacts to agricultural or forestry resources as a result of the project.

Considering the online resources and maps provided by the Santa Barbara County Zoning Maps, U.S. Forest Service, and the California Department of Conservation, 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**
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 Caltrans Air Quality, Water Quality, and Noise Technical Memo dated May 28, 2025, 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?	**Less Than Significant Impact**
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	**No Impact**
c) Expose sensitive receptors to substantial pollutant concentrations?	**Less Than Significant Impact**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**Less Than Significant Impact**

Affected Environment

The project is located on State Route 1 and is surrounded by residential areas, businesses, educational facilities, and military property owned by Vandenberg Space Force Base. The project area is situated within the South-Central Coast Air Basin, which is regulated by the Santa Barbara Air Pollution Control District (SBAPCD). While the Santa Barbara Air Pollution Control District (SBAPCD) has established daily and quarterly construction emission thresholds for many types of projects, highway projects do not fit into their typical jurisdiction, which includes residential, commercial, and industrial development projects. The South-Central Coast Air Quality Basin is considered to be in attainment for State Ozone, Particulate Matter, and Carbon Monoxide standards. The South-Central Coast Air Quality Basin is also in attainment for all Federal air quality standards.

The Federal Highway Administration (FHWA) 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 for this project.

Environmental Consequences

The Santa Barbara Air Pollution Control District prepared a 2022 Ozone Plan which outlines strategies for maintaining attainment within the region. The plan outlines transportation control measures, which include programs or measures to incentivize efficient automobile use and encourage alternate modes of transportation. The complete streets elements of this project are consistent with the transportation control measures described in the 2022 Ozone Plan, as they will facilitate the use of alternate modes of transportation for the traveling public. The plan also sets forth goals for mobile source

emissions from small off-road engines and equipment, which require users to buy zero emissions equipment starting in 2024 and to replace expired gasoline-fired units with zero emissions units at the end of their service life. This project would be consistent with this goal by requiring the contractor to use new and efficient equipment to reduce possibility for emissions.

This project would not add additional lanes or capacity to the highway, and there would be no difference in long-term air emissions as a result of the project. No further long-term air quality analysis is required.

A short-term temporary increase in air emissions and fugitive dust is anticipated during the construction period. Temporary increases in air emissions and fugitive dust can occur when large amounts of excavation and soil transport are proposed. Because this project proposes only minor earthwork for the repair of culverts, guardrail replacement, and shoulder-widening, minimal amounts of dust generation are anticipated. While the transportation and use of asphalt overlay has the potential to expose sensitive receptors to inhalable construction emissions, the small scope of work for the project combined with the use of standard emissions minimization practices would result in minimal potential for exposure.

During construction, Caltrans will comply with standard dust collection and emission minimization practices to ensure that particulate and equipment emissions are within the South-Central Coast Air Basin District standards. Additionally, the project contractor would comply with local air-pollution rules, regulations, and ordinances per Caltrans Air Pollution Control Standard Specification 14-9.02.

Avoidance, Minimization, and/or Mitigation Measures
No avoidance, minimization, or mitigation measures are required.

2.1.4 Biological Resources

Considering the information in the Vandenberg Village Pavement Preservation Project – Natural Environment Study dated August 25, 2025, and the Jurisdictional Delineation Report dated 10/31/2025, the following significance determinations have been made:

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

Affected Environment

The project is located on an approximately six-mile segment of State Route 1 between the Vandenberg Space Force Base and 0.3 miles south of Purisima Road in Santa Barbara County. The project's Area of Potential Impact contains the Biological Study Area, which consists of potential areas of disturbance for both permanent and temporary impacts. The Biological Study Area is 196 acres (8,537,760 square feet), and it encompasses staging and

access areas and all other construction areas which may be directly, indirectly, temporarily, or permanently impacted by project activities. Land use types within the project's biological study area include military use, rural land, rural residential areas, and residential or commercial areas. The Biological Study Area is adjacent to notable community features such as Vandenberg Space Force Base, Vandenberg Village, Burton Mesa Ecological Reserve, Allan Hancock College, and Ken Adam Park. Natural communities throughout the project limits include eucalyptus stands at the northeast portion of the project, with paved roadway and ruderal habitat adjacent to Central Maritime Chaparral, Coyote Scrub Brush, Annual Grassland Habitat, and adjacent riparian habitat throughout the remainder of the Biological Study Area.

Natural Communities and Habitats of Concern

Caltrans biologists performed botanical surveys, general wildlife surveys, at wetland inventories following California Department of Fish and Wildlife and U.S. Fish and Wildlife protocol between April of 2024 and March of 2025. Although rainfall levels were slightly below average, the conditions provided adequate survey conditions compared to previous drought years. Storm conditions during the early 2024 winter season brought prolonged rainfall that delayed the bloom period of certain plant species. Botanical surveys were timed to accommodate the flowering periods for species with the potential to occur within the Biological Study Area and several plants with the potential to occur were observed during the appropriate flowering periods.

Multiple types of natural communities were observed during surveys including disturbed ruderal areas, Eucalyptus, Annual Grassland, Coyote Brush Scrub, Coast Live Oak Woodland, Central Maritime Chaparral, Riparian areas, and ornamental vegetation. Of the natural communities identified within the project limits, the following are designated as sensitive natural communities by California Department of Fish and Wildlife: Coast Live Oak Woodland, Coyote Brush Scrub, and Central Maritime Chaparral. Developed and ruderal areas as well as ornamental shrubs are classified as non-sensitive, anthropogenic communities. Sensitive natural communities within the biological study area are described in more detail below.

Coast live Oak Woodland: This community is present throughout the entirety of the project limits and biological study area, where it intermixes with Coyote Brush Scrub. Coast Live Oak Woodland is common throughout this region and on the Central California Coast.

Coyote Brush Scrub: A large portion of the highway within the Biological Study Area beyond the disturbed limits of State Route 1 is lined by Coyote Brush Scrub. Characteristic species within this community include Coyote Brush, California Coffeeberry, California Sagebrush, Blue Blossom (Ceanothus), Sticky Monkey Flower, Poison Oak, Tree lupine, and California Blackberry. These species intermix with emergent trees such as Coast Live Oak and Bishop Pine.

Central Maritime Chaparral: Both sides of State Route 1 throughout the project limits and Biological Study Area is dominated by this community. Plant species in this community are dominated by forms of woolyleaf manzanita and other forms of manzanita. This community occurs in southern San Luis Obispo and northern Santa Barbara Counties on well-drained sandy substrates within the zone of summer coastal fog incursion. Fire is known to be critical for the reproduction of various species within the community. Central Maritime Chapparal is also known to intergrade with other communities and species such as Monterey Pine Forest, Bishop Pine Forest, Monterey Pygmy Cypress Forest, Chamise, and Upper Sonoran Mixed Chaparral.

The following natural communities present within the Biological Study Area contain majority non-native or invasive species and are not classified as sensitive by regulatory agencies.

Annual Grassland: Annual grassland periodically lines the northwestern portion of the project limits and Biological Study Area where it increases in dominance in the southwestern portion of the project area. This community is characterized by non-native plant species such as slender wild oat (*Avena barbata*), ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), and foxtail barley (Hordeum murinum) which commonly occur in the Central California Coast.

Eucalyptus: Eucalyptus trees line the northern side of State Route 1 within the northwestern portion of the Biological Study Area and project limits. A linear grove of Blue Gum Eucalyptus (*Eucalyptus globulus*) and Red Iron Bark Eucalyptus (*Eucalyptus sideroxylon*) dominate the tree canopy. In the understory, this community occurs alongside disturbed or ruderal vegetation. Blue Gum Eucalyptus and Red Iron Bark Eucalyptus are non-native species, and Blue Gum Eucalyptus is rated as moderately invasive by the California Invasive Plant Council.

Ruderal/Disturbed: The edges of State Route 1 throughout the project limits are lined with ruderal/disturbed vegetation. This community includes weedy and invasive species such as brome grass, slender wild oat, black mustard, and bull thistle. Ruderal/ disturbed areas throughout the project limits are not anticipated to support habitat for sensitive species, as they are subject to routine disturbance related to vehicle traffic.

Regional Habitats of Concern

According to the California Natural Diversity Database, there are 12 sensitive habitats that occur near the project area. These habitats include Central Coast Arroyo Willow riparian forest, Central dune scrub, Central foredunes, Central maritime chaparral, Coastal and Valley Freshwater marsh, Northern coastal salt marsh, Southern California coastal lagoon, Southern California steelhead stream, Southern California stickleback stream, Southern

cottonwood willow riparian forest, Southern vernal pool, and Southern willow scrub. Of these habitats, only Central Maritime Chaparral habitat was found to be present within the Biological Study Area.

Wetlands, Other Waters, and Riparian Areas

The Biological Study Area passes through two watersheds containing smaller tributaries which provide water to the Santa Ynez River. These watersheds are the Santa Lucia Canyon Watershed, San Miguelito Creek, and the Santa Ynez River Watershed. Following field surveys and wetlands inventories, potential jurisdictional waters were delineated for the Jurisdictional Delineation Report (Appendix C of the Natural Environment Study). Per the Jurisdictional Delineation Report, the jurisdictional areas identified in project area do not represent traditional aquatic habitats; the areas are identified and delineated by surface water flow within an upland habitat. These areas are regulated by the Regional Water Quality Control Board, and the California Department of Fish and Wildlife. For the purposes of the project's Natural Environment Study, jurisdictional areas are defined in the following way:

- The U.S. Army Corps of Engineers defines jurisdictional areas as either Wetlands, or Other Waters. The U.S. Army Corps of Engineers Wetlands exhibit all three wetland characteristics (hydrophytic vegetation, hydric soil, and wetland hydrology), and are confined to the ordinary high-water mark of a drainage feature, or exhibit connectivity to jurisdictional waters. Other Waters meet these same criteria but may be missing one or more of the three defining wetland characteristics.

- The Regional Water Quality Control Board jurisdiction is equivalent to the U.S. Army Corps of Engineers jurisdiction except that it extends to the streambank and riparian zone.

- The California Department of Fish and Wildlife jurisdiction is equivalent to both agencies but extends to the top of the surrounding banks and/or outer edge of adjacent riparian vegetation, whichever is greater.

Approximately 431.74 square feet (0.010 ac) of potential Waters of the State and approximately 132.84 square feet (0.003 ac) of potential Waters of the U.S. were delineated within the project's Area of Potential Impacts which are associated with the culvert and jurisdictional feature at postmile 23.4. This feature is a drainage conveying highway run-off water away from the culvert outlet. Source water is a drop inlet which collects from the asphalt paved northbound travel lanes. Flows from natural habitat do not enter the culvert due to the presence of an asphalt dike. The jurisdictional feature at postmile 23.4 is within Coastal Sage Scrub with few hydrophytic plants occurring along the channel bed. Collected run-off water is conveyed under State Route 1 through an 18-inch corrugated metal pipe. The culvert outlet is perched from the roadway embankment. The culvert flow drops into an incised channel

comprising the jurisdictional feature and conveying water southward and beyond Caltrans Right-of-Way.

Additional jurisdictional waters exist in the project area (i.e., San Miguelito Creek) however project activities are separated from these features, and they are not anticipated to be impacted due to project activities.

Potential jurisdictional wetland features occur within the Caltrans right-of-way between post miles 23.0 and PM 29.9. Each of these potential features is away from the pavement edge and outside of the proposed project limits. These potential wetland features will be excluded from project activities by the installation of Environmentally Sensitive Area fencing.

Special-Status Plant and Animal Species

Special-status plant and animal species are those that are listed as endangered, threatened, or rare at the State or Federal level. Species that are candidates for either State or Federal listing and species of special concern are also included in this category. Throughout the project's Biological Study Area, there is potential for 35 special-status plant species and eight special-status animal species to occur. Of these, the special-status plant and animal species that have habitats present and could be affected by the project are described in greater detail below.

Special Status Plant Species

The Natural Environment Study identifies 44 special-status plant species as having been documented in the region and project vicinity. Of these 44 species, 35 were found to have critical or other types of habitats within the project limits, and eight of these species were observed within the Biological Study Area during appropriately timed surveys. A complete list of regional and special-status plant species is provided in Table 3 of the Natural Environment Study. The following species were either observed during botanical surveys or contain critical or other types of habitats within the Biological Study Area.

Vandenberg Monkeyflower

The project's Biological Study Area overlaps with Federally designated critical habitat for Vandenberg Monkeyflower (*Diplacus vandenbergensis*), which has a California Native Plant Society rarity ranking of 1B.1 and is also federally endangered. The Biological Study Area overlaps with Critical Habitat Unit 1 at post miles R23.5 and R26.4 and contains Physical and Biological Features (PBFs) known to support Vandenberg Monkeyflower, such as contiguous chaparral habitat with canopy gaps, and loose sandy loam soils. Critical Habitat Unit 1 (Vandenberg Unit) is 223 acres in size and supports two extant populations of Vandenberg Monkeyflower in Oak Canyon and Pine Canyon, both of which are located on Vandenberg Space Force Base land. In 2015 when the Vandenberg Monkeyflower was listed as federally endangered, Critical Habitat Unit 1 did not contain above ground Vandenberg

Monkeyflower plants, but the adjacent Oak Canyon and Pine Canyon areas are historically occupied by Vandenberg monkeyflower and are located on the base. Threats to the species include expansion of urban development, utility maintenance, wildfire, unauthorized recreational activities, and the proliferation of invasive, nonnative plant species. The most recent California Natural Diversity Database occurrences of Vandenberg Monkeyflower occurred in 2016 and 2019 within the Biological Study Area at post miles 24.1 and 24.2, with prior occurrences at these same post miles between 2006 and 2014. During appropriately timed botanical surveys for the species, none were observed within the biological study area.

Fuzzy Prickly-Phlox

Fuzzy Prickly-Phlox is a California Rare Plant Rank 4.2 perennial herb deciduous shrub that occurs in coastal dune and coastal strand habitats. It is characterized by palmate leaves and small pink or lavender flowers. Within the Biological Study Area during appropriately timed surveys, the plant was observed west of State Route 1 near post mile 27.2, south of State Route 1 near post miles 25.56 and 24.5, and East of State Route 1 near post mile 24.1.

La Purisima Manzanita

La Purisima Manzanita is a California Rare Plant Rank 1B.1 perennial evergreen shrub that is found in sandy chaparral and coastal scrub habitats and is endemic to western Santa Barbara County. The species is characterized by dense foliage, white bristles, hairless green leaves, white flowers, and red fruit. This species was observed within Central Maritime Chaparral habitat southwest of the Vandenberg Space Force main gate and Azalea Lane.

Mesa Horkelia

Mesa Horkelia is a California Rare Plant Rank 1B.1 perennial herb that is found in sandy or gravely openings in maritime chaparral, coastal scrub, and cismontane woodland habitats. The species is characterized by its white flowers and was observed at three locations within the Biological Study Area: southwest of State Route 1 near post mile 28.95, east of State Route 1 near the edge of pavement at post miles 24.1 and 23.85, and near the edge of pavement west of State Route 1 near post mile 23.7.

South Coast Branching Phacelia

South Coast Branching Phacelia is a California Rare Plant Rank 3.2 perennial herb that is found in cismontane woodland, coastal scrub, pinyon and juniper woodland, and valley and foothill grassland habitats. The plant is characterized as having glandular hair with white to lavender flowers. The species was not observed near or within the project impact area but was observed near the outer portion of the Biological Study Area.

San Luis Obispo Wallflower

San Luis Obispo wallflower is a California Rare Plant Rank 4.2 perennial herb that is found in chaparral and coastal scrub habitats. The plant is characterized as a mustard-like plant with a long stem and golden, yellow, or tangerine-colored flowers. This species was observed in three locations in the Biological Study Area: a small cluster of plants north of State Route 1 near post mile 25.8, southwest of State Route 1 at post mile 24.45, and east of State Route 1 near the edge of pavement near post mile 24.1.

Sand Mesa Manzanita

Sand mesa manzanita is a California Rare Plant Rank 1B.1 shrub that is found in coastal sage scrub and chaparral habitats. The plant is characterized as growing from 1 to 2 meters in height with its stem and branches covered in a shredded bark. This species was observed within the central maritime chaparral habitat with most occurrences southwest of State Route 1 between the Vandenberg Space Force entrance gate and Azalea Lane.

Santa Barbara Ceanothus

Santa Barbara ceanothus is a California Rare Plant Rank 1B.2 shrub that is found in chaparral habitats. The plant is characterized as being thickly branched with evergreen leaves and clusters of small blue flowers. This species was observed within the central maritime chaparral habitat with most occurrences southwest of State Route 1 between the Vandenberg Space Force entrance gate and Azalea Lane.

Seaside Bird's Beak

Seaside bird's beak is a state endangered and California Rare Plant Rank 1B.1 hemiparasitic herb that is found in cismontane woodland, closed-cone coniferous forest, coastal dune, coastal scrub, and maritime chaparral habitats. This species was not observed during appropriately timed botanical surveys, but suitable habitat exists within the Biological Study Area. Two recorded California Natural Diversity Database occurrences in the Biological Study Area for the species were noted at post mile R23.9 in 1968 and 2010.

Special Status Animal Species

The Natural Environment Study identifies 28 special-status animal species as having the potential to occur within the project vicinity. Of these 28 species, none were observed to be present during surveys, and nine were found to have either suitable or marginal habitat within the project limits. A complete list of special-status animal species with the potential to occur in the project vicinity is included in Table 4 of the Natural Environment Study. The nine species with potential to occur within the project limits are discussed in the following pages, as well as in Section 4.3 of the Natural Environment Study.

California Red-legged Frog

The California Red-legged Frog is classified as federally threatened by the U.S. Fish and Wildlife Service and is a Species of Special Concern with California Department of Fish and Wildlife. It is known to inhabit coastal and inland regions from northern California to northern Baja California and as far east as the Central Valley. They utilize a variety of habitats including aquatic habitats with little to no water flow, and other aquatic and riparian features. Their highest populations occur in aquatic areas with at least 2.3 feet of surface water, with dense underwater supports such as cattails, dense strands of overhanging willows, and sturdy emergent vegetation. Their breeding window occurs from January to July, where they lay soft-ball sized egg masses that require 11-20 weeks to hatch into tadpoles. The California Red-legged Frog is also known to utilize upland habitat and upland refugia such as the spaces under boulders or rocks and organic debris (e.g., downed trees or logs), or manmade, such as certain industrial debris and agricultural features (e.g., drains, watering troughs, abandoned sheds, or stacks of hay or other vegetation).

The largest current populations of California Red-legged Frog occur in Monterey, San Luis Obispo, and Santa Barbara Counties. Riparian habitat degradation, urbanization, predation by bullfrogs, and historic market harvesting have all contributed to the declined of the species throughout its historic range.

Protocol surveys for the California Red-legged Frog were not conducted, and no California Red-legged Frog were observed during general wildlife surveys. The closest occurrences of California Red-legged Frog as noted in the California Natural Diversity Database is 0.8-mile northeast of the Biological Study Area, and two miles north of the project area in San Antonio Creek. While jurisdictional features exist within the Biological Study Area, they do not provide suitable breeding and non-breeding habitat for the California Red-legged Frog and are outside of the typical one-mile dispersal range of nearby suitable habitat. Marginal upland and dispersal habitat exist within the Biological Study Area, however habitat within the Area of Potential Impact is not expected to be suitable due to the dry, sandy soils, distance from suitable aquatic breeding habitat, and ongoing disturbance related to activity on State Route 1.

Western Spadefoot Toad

The Western Spadefoot Toad is a Species of Special Concern as determined by California Department of Fish and Wildlife and is proposed threatened under United States Fish and Wildlife listing. Their habitat range extends from the California Central Valley, Shasta County, the Sierra Nevada, Coast Range Foothills, and as far south as Baja California. The species is divided into a northern and southern distinct population segment. During the dry months they remain inactive in self-made burrows or burrows made by other

small mammals. Although their dispersal range is not known, their upland movements are presumed not to extend far (131 to 450 feet). From January through May, they breed in pools formed by heavy rain, slow streams, reservoirs, and irrigation ditches. The species is also known to utilize upland habitat with grassland or scrub vegetation and gently sloped landscapes which provide cover during inactive and active periods.

Threats to both distinct populations of Western Spadefoot include habitat loss and degradation, non-native predators, chemical contaminants, wildfires, noise disruptions, and climate change. The Federal Register lists habitat degradation related to increased urbanization and land conversion as the most imminent threat to the species.

Focused surveys for Western Spadefoot Toad were not conducted within the project's Biological Study Area, and none were observed during general wildlife surveys. The closest California Natural Diversity Database occurrence record for Western Spadefoot is approximately 0.1 mile south of the Biological Study Area in 2001, within an ephemeral wetland marginally outside of the mean dispersal distance between upland refugia and aquatic habitat but within the less common, larger dispersal range. There are no California Natural Diversity Database occurrence records after 2004 within three miles of the Biological Study Area. No shallow, temporary pools that provide suitable breeding habitat were observed during surveys. Potential ephemeral wetlands are present within the Biological Study Area near post miles R23.4, R24.4, R25.6, R26.1, R26.2, and R26.8, however these wetlands are not known to contain surface water most years.

Coast Horned Lizard and Northern California Legless Lizard

These two species have been addressed together as they have similar habitat requirements and may experience similar project-related impacts. The California Department of Fish and Wildlife lists the Northern California Legless Lizard as a Species of Special Concern, and while the Coast horned Lizard does not share this designation, its habitat and population levels are still under threat. The Northern California Legless Lizard habitat extends from northern and central California and includes coastal and inland regions. The Coast Horned Lizard habitat range encompasses a similar area and extends into Baja California. Coast Horned lizards prefer arid areas with sandy soils and utilize scattered shrubs and washes for cover. The Northern California Legless Lizard habituates oak woodland, chaparral, riparian woodland, oak-pine forests, and desert scrub. It requires loose fine soil or leaf litter to burrow and needs adequate soil moisture and ground cover. The primary threats to these species include urbanization and agricultural operations.

Protocol surveys were not conducted for either of these species, and neither were observed during general wildlife surveys. Suitable habitat consisting of coyote brush scrub and coast live oak woodland in areas with sandy soil and leaf litter are present within the Biological Study Area for both species. The

most recent occurrence of Northern California Legless Lizard occurred in 2018 approximately two miles from the project area, while the most recent occurrence for Coast Horned Lizard occurred 0.2 miles east of the Biological Study Area in 2016.

Southwestern Pond Turtle

The Southwestern Pond Turtle is classified as a federally proposed threatened species by the U.S. Fish and Wildlife Service, and a species of special concern by the California Department of Fish and Wildlife. Its habitat ranges from the Central Coast of California between the San Francisco Bay, the Mojave River, and Baja California. They require year-round water sources from ponds, foothill streams, or broad washes near the coast. They prefer ponds with emergent and floating vegetation, such as cattails and algal mats, and utilize logs, rocks, and flat shorelines to bask. Over winter, they leave their aquatic habitat to reproduce and lie dormant. Breeding sites may occur anywhere from 15 to 330 feet from water.

The U.S. Fish and Wildlife Service identifies the primary threats to Southwestern Pond Turtle as worsening drought conditions, habitat loss and fragmentation, and predation by invasive species, such as Bull Frogs. These threats have the potential to increase the species risk of extinction, decrease genetic diversity, and reduce their ability to adapt to changing environmental conditions.

Protocol surveys were not conducted for Southwest Pond Turtle, and none were observed in the Biological Study Area during general wildlife surveys. The nearest California Natural Diversity Database occurrence record is approximately 0.4 miles northeast of the Biological Study Area in 2003 in a stream channel surrounded by willow riparian habitat and dense cattails. The most recent California Natural Diversity Database occurrence record is approximately two miles southwest of the Biological Study Area within the Santa Ynez River in 2007. The nearest suitable habitat for Southwest Pond Turtle occurs more than 0.31 miles away from the Biological Study Area, and jurisdictional features within the Biological Study Area do not provide suitable breeding or non-breeding habitat. Marginal upland and basking habitat exist within the Biological Study Area; however, it is not anticipated to be utilized by the species as it is outside of the range for movement between aquatic and upland habitat.

Townsend's Big-Eared Bat and Other Roosting Bats

Roosting bat species are addressed as a group because they have similar habitat requirements and may experience similar project-related impacts. Bats utilize space for different roosting purposes such as thermal regulation, protection from predators, and for rearing young. Bats typically use day roosting sites for caring for young and sleeping while night roosting sites are typically used for resting and digesting food. Maternity roosting varies

seasonally and is typically associated with bat colonies. Townsend's Big-Eared bats are considered to be a Species of Special Concern by California Department of Fish and Wildlife and are known to be especially sensitive to disturbance of their roosting sites, which they may abandon completely once disturbed. The Townsend's big-eared bat requires caves, mines, tunnels, buildings, or other human-made structures for roosting. It may use separate sites for night, day, hibernation, or maternity roosts. Maternity roosts are the most important limiting resource and are found in caves, tunnels, mines, and buildings. Small clusters or groups (usually fewer than 100 individuals) of females and young from the maternity colony. Maternity roosts are in relatively warm sites. Most mating occurs from November to February. Births occur in May and June, peaking in late May. The species sensitivity to disturbance has caused their numbers to steeply decline in California.

During general wildlife surveys, no roosting bat species or signs such as guano, grease, or urine stains were observed within the Biological Survey Area. Numerous trees were noted in the Biological Survey Area that may be removed due to culvert work or road widening and may have the potential to support marginal roosting habitat. These trees are not anticipated to support maternity roosts due to lack of dark, wind-sheltered areas or suitable temperatures. Additionally, these trees may be subject to disturbance from anthropogenic activity and State Route 1.

Nesting Birds

Numerous nesting bird species are protected by the Migratory Bird Act and the California Fish and Game Code Section 3503, which include provisions to protect the nests and eggs of birds. Certain nesting bird species are classified as "Fully Protected" meaning California Department of Fish and Wildlife cannot authorize take of these species related to proposed project activities. It is anticipated that nesting bird species such as American Crow, California Scrub Jay, California Towhee, California Collared dove, House Finch, and Turkey Vulture, would utilize habitat adjacent to and within the Biological Study Area.

American Badger

The American Badger is a California Species of Special Concern. It is a moderate sized mammal with blackish-brown fur disrupted by white stripes on the head and face. American Badgers are found throughout most of the state and occur mostly in dry, open stages of shrub, forest, and herbaceous habitats. The species burrows in friable soils, often utilizing previously occupied ground squirrel burrows, and preys on small rodents, reptiles, insects, and birds. American Badgers help control small mammal populations and can be tolerant of human activities. However, habitat loss, trapping, and poisons have caused a severe population decline. No American Badgers or burrows meeting the appropriate size criteria were observed in the Biological Study Area during general wildlife surveys. The nearest California Natural

Diversity Database occurrence record is located within the Biological Study Area near post mile 26.7 in 1990 with California Natural Diversity Database occurrences located within the chaparral area within the southern portion of the Biological Study Area in 2007.

Invasive Plant Species

Within the Biological Study Area, 42 invasive plant species were identified during general botanical surveys. Of these 42 species, four are identified as having a high rate of invasiveness: Foxtail brome (*Bromus rubens*), hottentot fig (iceplant) (*Carpobrotus edulis*), pampas grass (*Cortaderia jubata*), and perennial veldt grass (*Ehrharta calycina).* Additionally, 19 species were ranked at a level of moderate invasiveness, and 19 Invasive plants with a ranking of limited invasiveness. Invasive plants species within the Biological Study Area are mostly low in density and occur in disturbed, ruderal areas along the edges of State Route 1. A table of invasive plant species and their prevalence within the Biological Study Area is detailed in Table 2 of the project's Natural Environment Study.

Wildlife Connectivity

Within the Biological Study Area and project limits, the project falls into multiple categories for wildlife connectivity opportunities according to the California Department of Fish and Wildlife's Area of Conservation Emphasis Model. Between post miles R27.0 and R29.0, the project area includes irreplaceable connectivity habitat, which is the highest connectivity ranking (rank 5). Between post mile R26.0 and the southern end of the project, there is conservation planning linkage habitat, which falls just below irreplaceable connectivity habitat (rank 4). The remaining northern section of the project between post miles M29.1 and M30.0 and a section between post miles R26.0 and R27.0 are considered connections with implementation flexibility, which corresponds to Area of Conservation Emphasis rank 3. Additionally, per the Terrestrial Wildlife Connectivity Barriers map (California Department of Fish and Wildlife 2025), the stretch between post miles R23.7 and R27.5 are also identified as a barrier to wildlife connectivity.

Environmental Consequences

The Biological Study Area contains Sensitive Natural Communities, Communities of Special Concern, and jurisdictional waters. The Biological Study Area also contains habitat for multiple Special-Status plant and animal species, including federally designated critical habitat for Vandenberg Monkeyflower. Habitat or marginally suitable habitat is also present within the Biological Study Area for the Federally Threatened California Red-legged Frog, the Federally proposed threatened Western Spadefoot Toad, and the Southwestern Pond Turtle. Species of special concern with habitat present within the Biological Study Area include the Coast Horned Lizard, Coast Patch-nosed Snake, Northern California Legless Lizard, American Badger, Hoary Bat, Townsend's Big-eared Bat, and Western Red Bat.

Habitats and Natural Communities of Special Concern

Impacts on natural communities and habitats of concern have been determined by overlaying the project's Area of Potential Impact with the mapping of natural communities and habitats within the project's Biological Study Area. Temporary impacts will result from project elements such as culvert rehabilitation, shoulder backing replacement, sign replacement, guardrail upgrading, and curb ramp upgrading. Temporary impacts would also result from the use of construction equipment and associated worker foot-traffic. Trucks, bulldozers, backhoes, compactors, asphalt concrete rollers, clamshells, excavators, compressors, man lifts, scrapers, pavers, water trucks, sweepers, and any other equipment necessary during construction would be used. Equipment would be temporarily staged along ruderal/disturbed areas of State Route 1.

Permanent impacts would result from shoulder widening to accommodate the three new segments of bike lane. Permanent impacts are anticipated to be limited to disturbed and ruderal areas next to State Route 1.

Environmentally Sensitive Area fencing (ESA), would be established in areas adjacent to sensitive habitats and vegetation, which would minimize or avoid impacts to those habitats. Environmentally Sensitive Area fencing would be installed along the maximum disturbance limits to minimize impacts to adjacent habitats/vegetation. Special Provisions for the installation of Environmentally Sensitive Area fencing would be included in the Construction Contract and will be identified on the project plans. Prior to the start of construction activities, Environmentally Sensitive Areas will be delineated in the field and will be approved by the Caltrans Environmental Division.

Eucalyptus: Temporary impacts may also result in minor health impacts to the dripline and tree protection zone of native trees due to the proposed lane widening between post mile 23.50 and 23.60. Between post miles 29.30 to 29.40 and 29.80 to 29.90, impacts may occur to non-native mature blue gum eucalyptus trees due to lane widening necessitating either complete removal or excavation within the critical root zone. Construction activities would result in 2,600 square feet (0.060 acre) of temporary impacts to Eucalyptus. Approximately 696 square feet or 0.016 acre of Eucalyptus would be permanently impacted.

Coyote Brush Scrub: Temporary impacts to Coyote Brush Scrub associated with the culvert repair at postmile 23.4 may occur because of construction equipment usage, staging locations, access areas, and worker foot traffic. A total of approximately 7,390 square feet (0.170 acres) would be temporarily impacted as part of this project. The project would not result in permanent impacts to Coyote Brush Scrub. Temporary impacts to Coyote Brush Scrub would be mitigated at a one-to-one ratio. Permanent impacts to Coyote Brush Scrub are not anticipated, but any permanent impacts would be mitigated at a three-to-one ratio.

Coast Live Oak Woodland: Temporary impacts to Coast Live Oak Woodland associated with the culvert repair at postmile 23.4 may occur because of construction equipment usage, staging locations, access areas, and worker foot traffic. A total of approximately 510 square feet (0.012 acres) would be temporarily impacted as part of this project. Temporary impacts to Coast Live Oak woodland would be mitigated at a one-to-one ratio. Removal or permanent impacts to Coast Live Oak Woodland is not anticipated, but any unanticipated impacts would be mitigated at a three-to-one ratio as required.

Annual Grassland: The project is not anticipated to result in temporary or permanent impacts to Annual Grassland.

Ruderal/Disturbed: Temporary impacts would occur to approximately 249,700 square feet (0.064 acre) of disturbed areas. Approximately 1,080 square feet (0.125 acre) of ruderal habitat is anticipated to be permanently impacted. Ruderal/disturbed areas and ornamental vegetation are not considered sensitive natural communities, and therefore, no avoidance, minimization, or mitigation would be required for impacts to ruderal/disturbed areas.

The area of anticipated permanent and temporary project-related impacts to natural communities and habitats of concern is depicted in Table 6 of the project's Natural Environment Study.

Regional Habitats of Concern

Central Maritime Chaparral is the only Regional Habitat of Concern present within the Biological Study Area. The project would result in 2,800 square feet (0.064 acre) of temporary impacts to Central Maritime Chaparral as a result of construction activities. The project would not result in permanent impacts to Central Maritime Chaparral. Temporary impacts to Central Maritime Chaparral would be mitigated at a one-to-one ratio.

Wetlands, Waters, and Other Riparian Areas

Estimated impacts to potential jurisdictional waters and riparian habitat were determined by overlaying the project's Area of Potential Impacts with the preliminary jurisdictional determination map prepared for the Jurisdictional Delineation Report, which is included in Appendix C of the project's Natural Environment Study.

Impacts to jurisdictional waters are limited to a drainage feature conveying roadway run-off (culvert system #510010102337 and project post mile 23.4). Larger perennial water features are near the project limits outside the area of potential impact. This feature does not represent the highest quality jurisdictional waters nor the most expansive jurisdictional features in the surrounding region. Approximately 235 square feet (0.005 ac) of temporary impacts and approximately 72 square feet (0.002 ac) of permanent impacts to potential Waters of the State are anticipated to occur. Approximately 51

square feet (0.001 ac) of temporary impacts and 36 square feet (<0.001 ac) of permanent impacts to potential waters of the U.S are anticipated to occur.

Avoidance and minimization measures would be implemented to reduce impacts or minimize jurisdictional areas and are described in further detail below and in Appendix B of this document, Avoidance, Minimization and/or Mitigation Summary. Compensatory mitigation for permanent impacts would also be required to prevent a net loss of wetlands or other aquatic resource acreage, function, and value. As outlined in mitigation measure **BIO-7**, replacement plantings would be detailed in Caltrans' Landscape Architecture Landscape Planting Plan and the final Mitigation and Monitoring Plan. The Mitigation and Monitoring Plan will be developed in coordination with a biologist and will include developed planting specifications and grading plans to ensure survival of planted vegetation and re-establishment of functions and values. The final Mitigation and Monitoring Plan will detail mitigation commitments and will be consistent with standards and mitigation requirements from the appropriate regulatory agencies. The Mitigation and Monitoring Plan will be prepared when 60 to 95% construction plans are complete and will be finalized through the permit review process with regulatory agencies.

Table 2-2 Impacts to Natural Communities, Jurisdictional Waters, and Critical Habitat

Jurisdictional Area/ Natural Community/ Habitat Type	Temporary Impacts (Square Feet)	Temporary Impacts (Acres)	Permanent Impacts (Square Feet)	Permanent Impacts (Acres)
Waters of the State	235	0.005	72	0.002
Waters of the U.S.	51	0.001	36	Less than 0.001
Central Maritime Chaparral	2,800	0.064	0	0
Coyote Brush Scrub	7,390	0.170	0	0
Coast Live Oak Woodland	510	0.012	0	0

Jurisdictional Area/ Natural Community/ Habitat Type	Temporary Impacts (Square Feet)	Temporary Impacts (Acres)	Permanent Impacts (Square Feet)	Permanent Impacts (Acres)
Ruderal/ disturbed	249,700	5.732	1,080	0.025

Special Status Plant Species

Sensitive plant species are known to occur adjacent to project areas where there may be ground disturbing activities. With the implementation of avoidance and minimization measures, the project is not anticipated to result in impacts to the following special status plant species: Vandenberg Monkeyflower, Fuzzy Prickly-Phlox, La Purisima Manzanita, Mesa Horkelia, South coast Branching Phacelia, San Luis Obispo Wallflower, Sand Mesa Manzanita, Santa Barabara Ceanothus, and Seaside Bird's Beak. All project areas containing listed plant species will be delineated on the project plans as environmentally sensitive areas and would be marked with fencing as off limits to construction equipment and personnel. Additionally, the project biologist would perform preconstruction surveys for these plants and clear any potential staging and storage areas prior to use. The project would have no effect on any federally listed plant species included on Table 3 of the Natural Environment Study, and no take of any State listed plant species listed on Table 3 of the Natural Environment Study. Avoidance and minimization measures implemented for Special Status Plant Species are described in the Avoidance, Minimization, and Mitigation section of this document. Compensatory mitigation would not be required for Special Status Plant Species.

Special Status Animal Species

With the implementation of avoidance and minimization measures, the project is not anticipated to result in impacts to any special-status animal species with the potential to occur within the project limits. This determination is described on a species-by-species basis below.

California Red-Legged Frog

The potential for impacts to the California Red-legged Frog is anticipated to be low, as the species was not observed within the Biological Study Area during surveys, and because the Biological Study Area is not adjacent to suitable breeding habitat. The Biological Study Area contains poor quality habitat for the California Red-legged Frog and there have been no recent occurrences of the species within the project limits. Avoidance and minimization measures described in the next section will be implemented to ensure that the project results in no impacts to California Red-legged Frog. The Federal Endangered Species Act Section 7 determination is that due to

the lack of suitable habitat within the project limits, the proposed project will have no effect on California Red-legged Frog. Compensatory mitigation would not be required for California Red-legged Frog or California Red-legged Frog habitat.

Western Spadefoot Toad

The potential for impacts to Western Spadefoot Toad is low as the species was not observed within the Biological Study Area during surveys, and the Biological Study Area does not support suitable breeding or rearing habitat. The Biological Study Area is also located near disturbances related to State Route 1. The removal of vegetation and ground disturbance related to project construction activities has the potential to directly impact dispersing and burrowing habitat, and if the species is listed prior to construction, the Federal Endangered Species Act Section 7 determination would be that the proposed project will have no effect on Western Spadefoot Toad. The basis for this determination is that the potential for project impacts to Western Spadefoot Toad is anticipated to be low due to no observations of the species within the Biological Study Area during surveys, no suitable breeding habitat within the Biological Study Area, and close proximity to State Route 1. Avoidance and minimization measures will be implemented to avoid adverse effects to Western Spadefoot Toad which are described in detail in the next section.

Coast Horned Lizard and Northern California Legless Lizard

The potential for impacts to the Coast Horned Lizard and Northern California Legless Lizard is anticipated to be low as neither species was observed within the Biological Study Area during surveys and there have been no recent documented occurrences of either species within the project limits. Project activities such as clearing, grubbing, shoulder backing, and culvert replacement could result in the injury or mortality of the Coast Horned Lizard and Northern California Legless Lizard. Additionally, the need to capture and relocate these species could subject these animals to stresses that could result in adverse effects. Injury or mortality could occur via accidental crushing by worker foot-traffic or construction equipment. The avoidance and minimization measures outlined in the next section will be utilized to prevent adverse effects to the species. Compensatory mitigation for the Coast Horned Lizard and Northern California Legless Lizard would not be required.

Southwestern Pond Turtle

The potential for impacts to Southwestern Pond Turtle is anticipated to be low as the species was not observed within the Biological Study Area during repeated surveys. Additionally, there is a lack of recent occurrences within the project limits. The project limits are not in proximity to suitable breeding habitat. If the Southwestern Pond Turtle is listed prior to construction, the Federal Endangered Species Act Section 7 determination is that the project will have no effect on the species. The avoidance and minimization measure outlined in the next section will ensure that there are no impacts to

Southwestern Pond Turtle. No compensatory mitigation for impacts to Southwestern Pond Turtle would be required.

Townsend's Big-Eared Bat and Other Roosting Bats

The potential for the project to result in impacts to Townsend's Big-eared Bat, and other roosting bats is low. No signs or observations of the species were noted in the Biological Study Area during surveys, and no roosting crevices or roosting bat signs (e.g., guano, grease or urine stains, prey remains) were observed near the culverts where work is anticipated to occur. Construction activity is also not anticipated to occur under the Constellation Road undercrossing bridges at post mile R25.1. While trees which may be removed within the Area of Potential Impacts could support marginal roosting habitat, potential for impacts to roosting bat species are still anticipated to be low as no bats or signs of bats were observed during surveys. The avoidance and minimization measures described in the next section below would ensure that there would be no impacts to roosting bat species, and no compensatory mitigation would be required.

Nesting Birds

The removal of vegetation during project construction could directly impact nesting birds and any eggs or young residing in nests. Indirect impacts could also result from noise and disturbance associated with project construction, which could alter perching, foraging, and/or nesting behaviors. The implementation of the avoidance and minimization measures below such as appropriate timing of vegetation removal, pre-activity surveys, and exclusion zones would reduce the potential for the project to result in adverse effects to nesting bird species. Compensatory mitigation for nesting bird species would not be necessary.

American Badger

The Biological Study Area supports marginal habitat for American Badger. However, no burrows meeting the size criteria and/or exhibiting badger sign (i.e., scat, prey remains, burrow shape) were observed. With the implementation of avoidance and minimization measures, impacts to American Badger are not anticipated and no compensatory mitigation would be required.

Federally Designated Critical Habitat

The project's Biological Study Area contains federally designated critical habitat unit for the Vandenberg Monkeyflower (*Diplacus vandenbergensis*). This mapped critical habitat overlaps with the project's Area of Potential Impacts. Critical Habitat Unit 1 is approximately 223 acres and supports Physical and Biological Features (PBFs) for Vandenberg monkeyflower to provide a contiguous connection area for the occupied Vandenberg Space Force Base. The Physical and Biological Features present within Critical Habitat Unit 1 includes contiguous chaparral habitat with canopy gaps as well

as loose and sandy soils that support the species. Considering the context of this critical habitat, the Federal Endangered Species Act determination is that the proposed project would have no effect on Vandenberg Monkeyflower critical habitat, as the habitat within the Area of Potential Impacts does not contain any of the necessary Physical or Biological Features to support the species. The avoidance and minimization measures outlined in the next section for sensitive plant species will be sufficient to avoid adverse effects to Vandenberg Monkeyflower and its federally designated critical habitat. Compensatory mitigation for impacts to Vandenberg Monkeyflower critical habitat would not be required.

Invasive Plant Species

As a result of project construction activities such as ground disturbance and erosion control, invasive plant species have the potential to be introduced or spread throughout the Biological Study Area and project limits. The Biological Study Area contains a total of 42 invasive plant species which are sparsely spread throughout the project limits but are more concentrated within ruderal/disturbed areas and along the shoulders of State Route 1. In order to prevent or minimize the spread of invasive plant species, avoidance and minimization measures would be implemented as described in the next section.

Wildlife Connectivity

Per California Assembly Bill 2344, Caltrans projects which add a traffic lane or otherwise have the potential to significantly impair wildlife connectivity are required to conduct assessments of existing structural barriers to wildlife movement, and if present, remediate those barriers as part of the proposed project. Project activities and improvements would not result in additional barriers to wildlife movement and are not anticipated to negatively impact wildlife connectivity. As proposed, the project will replace existing pavement, shoulder backing, and traffic features and would not impact wildlife connectivity. While lane widening to accommodate bicyclists will occur at three locations, these locations occur only at existing right-hand turn lanes within intersection areas. The project will not increase vehicle capacity nor install any barriers, and therefore will not affect wildlife connectivity.

Avoidance, Minimization, and/or Mitigation Measures

Compensatory mitigation will be required for temporary and permanent impacts to jurisdictional resources including Wetlands, Waters, and Other Riparian Areas. Avoidance and minimization measures would be required to prevent impacts to Special-Status or Sensitive Plant and Animal Species.

Special-Status Plant Species, Natural Communities, and Regional Habitats of Concern

In addition to the measures below, the avoidance and minimization measures outlined for jurisdictional waters and critical habitat will also protect special-status plant species.

BIO-1: All areas containing any listed plant species shall be delineated on the project's plan sheets as Environmentally Sensitive Areas (ESAs). These areas shall be marked with highly visible construction fencing and will be off limits to construction equipment and personnel.

BIO-2: If an unexpected state or federally listed plant species cannot be avoided, agency coordination shall be initiated.

BIO-3: To avoid impacts to any vegetation, all staging and equipment and storage areas shall occur in existing pullouts or at paved locations that have been cleared by a Caltrans biologist.

BIO-4: Pre-construction surveys shall be conducted by a qualified biologist prior to any ground disturbing activities to confirm the presence or absence of special-status plant species.

BIO-5: Native, non-ornamental trees removed that have a Diameter at Breast Height (DBH) of greater than six inches may be replanted, as required, at a one-to-one ratio to mitigate for visual resources and biological resource related habitat loss. Additionally, temporary impacts to sensitive natural communities would be mitigated at a 1:1 ratio.

Wetlands, Waters, and Other Riparian Areas Avoidance, Minimization and Mitigation Measures

The proposed project will impact potential U.S. Army Corps of Engineers jurisdictional other waters, U.S. Army Corps of Engineers jurisdictional wetlands, and Regional Water Quality Control Board/California Department of Fish and Wildlife jurisdictional areas within the Area of Potential Impacts. A variety of avoidance and minimization measures will be implemented to reduce the potential impacts to these jurisdictional areas resulting from the project.

BIO-6: Prior to construction, Caltrans shall obtain a Section 404 Nationwide Permit from U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife. All permit terms and conditions will be incorporated and implemented.

BIO-7: Prior to construction, Caltrans shall prepare a Mitigation and Monitoring Plan (MMP) to mitigate impacts to vegetation and natural habitats.

The MMP shall be consistent with federal and state regulatory permit conditions, as required. Caltrans shall implement the MMP as necessary during construction and immediately following project completion.

BIO-8: Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing shall be installed around jurisdictional waters and the dripline of trees to be protected within the project limits. Caltrans-defined Environmentally Sensitive Areas shall be noted on design plans and delineated in the field prior to the start of construction activities.

BIO-9: During construction, all project-related hazardous materials spills within the project site shall be cleaned up immediately. Readily accessible spill prevention and cleanup materials shall be kept by the contractor on-site at all times during construction.

BIO-10: During construction, erosion control measures shall be implemented. Silt fencing, fiber rolls, and barriers shall be installed as needed between the project site and jurisdictional other waters. At a minimum, erosion controls shall be maintained by the contractor on a daily basis throughout the construction period.

BIO-11: During construction, the staging areas shall conform to Best Management Practices (BMPs) applicable to attaining zero discharge of stormwater runoff. At a minimum, all equipment and vehicles shall be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.

BIO-12: Stream contours shall be restored as close as possible to their original condition.

BIO-13: Work within jurisdictional waters will only occur between June 1 and October 31.

California Red-legged Frog Avoidance and Minimization Measures:

Impacts to California Red-legged Frog will be avoided during project activities with the implementation of the following measures. No compensatory mitigation for California Red-legged Frog is proposed.

BIO-14: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

BIO-15: If a California Red-legged Frog is found, work activities shall cease immediately within 100-feet of the California Red-legged Frog and agency consultation with the U.S. Fish and Wildlife Service shall be initiated.

BIO-16: Before work activity begins, a qualified biologist will provide training to all field personnel. At a minimum, the training will include a description of the California Red-legged Frog and its habitat, the specific measures that are being implemented to conserve the species, and boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

Western Spadefoot Toad Avoidance and Minimization Measures

Due to proximity to suitable Western Spadefoot Toad upland refugia habitat, the following avoidance measures will be implemented to protect the species:

BIO-17: If a Western Spadefoot Toad is observed within 100-feet of the Area of Potential Impacts during construction, all work must be immediately ceased within 100-feet of the Western Spadefoot Toad and U.S. Fish and Wildlife Service and Caltrans will be contacted within 48 hours. Caltrans will then reinitiate Federal Endangered Species Act Section 7 formal consultation with U.S. Fish and Wildlife Service for Western Spadefoot Toad and implement additional avoidance and minimization measures as necessary.

BIO-18: Before work activity begins, a qualified biologist will provide training to all field personnel. At a minimum, the training will include a description of the Western Spadefoot Toad and its habitat, the specific measures that are being implemented to conserve the species, and boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

Coast Horned Lizard and Northern California Legless Lizard Avoidance and Minimization Measures

The project is not anticipated to result in impacts to Coast Horned Lizard or Northern California Legless Lizard, and no compensatory mitigation is required. The following avoidance and minimization measures will be implemented:

BIO-19: Prior to construction, a qualified biologist will survey the Area of Potential Impact and, if present, capture and relocate any Northern California Legless Lizards and Coast Horned Lizards to the nearest suitable habitat outside of the Area of Potential Impact.

BIO-20: A qualified biologist will be present during any tree removal or initial ground and vegetation disturbing activities to safely relocate any Northern California Legless Lizards that could be uncovered during the activities.

BIO-21: The project plans will delineate Environmentally Sensitive Areas to minimize impacts to sensitive area and species by limiting access to the minimum required for construction within the Area of Potential Impact.

BIO-22: Observations of Species of Special Concern or other special-status species will be documented on California Natural Diversity Database forms and submitted to California Department of Fish and Wildlife upon project completion.

Southwestern Pond Turtle Avoidance and Minimization Measures

BIO-23: Before work activity begins, a qualified biologist will provide training to all field personnel. At a minimum, the training will include a description of the Southwestern Pond Turtle and its habitat, the specific measures that are being implemented to conserve the species, and boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

Townsend's Big-Eared bat, and other Roosting Bat species Avoidance and Minimization Measures

Since there are no impacts anticipated for these species, no compensatory mitigation is required. The following avoidance and minimization measures will be implemented for Hoary Bat, Townsend's Big-Eared Bat, Yuma Myotis, and other roosting bat species:

BIO-24: Prior to construction, vegetation removal shall be scheduled to occur from September 12 to January 31 outside of the typical maternity roosting season, if possible, to avoid potential impacts to roosting bats. If tree removal or other construction activities are proposed to occur within 100-feet of potential habitat during the maternity season (February 1 to September 1), a roosting bat survey shall be conducted by a biologist who is determined to be qualified by Caltrans within fourteen days prior to construction. If an active roost is found, a qualified Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area shall be avoided until a qualified biologist has determined that roosting activity has ceased.

BIO-25: During construction, active roosts shall not be disturbed or destroyed. Readily visible exclusion zones where roosts must be avoided shall be established by a qualified biologist using Environmentally Sensitive Area fencing. The size/radius of the exclusion zone(s) shall be determined by a qualified biologist.

BIO-26: If bats are found by a qualified biologist to be maternity roosting, active bat maternity roosts shall not be disturbed until pups are volant (capable of flight).

Nesting Birds Avoidance and Minimization Measures

BIO-27: Prior to construction, vegetation removal shall be scheduled to occur from October 1 to January 31 outside of the typical nesting bird season, if

possible, to avoid potential impacts to nesting birds. If tree removal or disturbance of potential habitat occurs during the nesting season (February 1 to September 30), a nesting bird survey must be conducted by a biologist determined qualified by Caltrans no more than three days prior to construction. If an active nest is found, Caltrans will coordinate with California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that juveniles have fledged.

BIO-28: During construction, active bird nests will not be disturbed and eggs or young birds covered by the Migratory Bird Treaty Act and California Fish and Game code will not be killed, destroyed, injured, or harassed at any time. Readily visible exclusions zones where nests must be avoided within 100-feet of disturbance must be established by a qualified biologist using Environmentally Sensitive Area fencing. Work in exclusion zones must be avoided until young birds have fledged or the qualified biologist has determined that nesting activity has otherwise ceased.

BIO-29: All clearing/grubbing and vegetation removal must be monitored and documented by the biological monitor(s) regardless of time of year.

BIO-30: Trees to be removed must be noted on design plans. Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing will be installed around the dripline of trees to be protected within project limits.

American Badger Avoidance and Minimization Measures

BIO-31: Before work activity begins, a qualified biologist will provide training to all field personnel. At a minimum, the training will include a description of the American Badger and its habitat, the specific measures that are being implemented to conserve the species, and boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO-32: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

BIO-33: No less than 14 days and no more than 30 days prior to any construction activities or any project activity likely to impact the American Badger, a preconstruction survey shall be conducted. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, shall be monitored for three days to determine the current use. If American Badger activity is observed during this period, the den shall be monitored for at least five consecutive days from the time of

observation to allow any resident animal to move to another den during its normal activity.

BIO-34: No canine or feline pets or firearms (except for law enforcement officers and security personnel) shall be permitted on construction sites in order to avoid harassment, killing, or injuring American Badger.

BIO-35: Maintenance and construction excavations greater than two-feet deep shall be covered (i.e., with plywood, sturdy plastic, steel plates, or equivalent), filled in at the end of each working day, or have earthen escape ramps no greater than 200-feet apart to prevent trapping American Badger or other wildlife.

BIO-36: All construction pipes, culverts, or similar structures with a diameter of three inches or greater stored in the construction site overnight will be thoroughly inspected for American Badgers prior to being buried, capped, or otherwise used or moved. If an American Badger is discovered inside a pipe, the pipe should not be moved until U.S. Fish and Wildlife Service has been consulted. If the American Badger is in direct harm's way, the pipe may be moved to a safe location one time under the direct supervision of a qualified biologist.

Invasive Plant Species Avoidance and Minimization Measures

BIO-37: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

BIO-38: Only clean fill shall be imported. When practicable, invasive exotic plants in the project site shall be removed and properly disposed. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If soil from weedy areas must be removed off-site, the top six inches containing the seed layer in areas with weedy species shall be disposed of at a landfill. Inclusion of any species that occurs on the California Invasive Plant Council Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project shall be avoided.

BIO-39: To minimize the introduction of invasive plant species, all vehicles, machinery, and equipment shall be in a clean and soil free condition before entering the project limits. Construction equipment shall be certified as "weed-free" by Caltrans before entering the construction site.

2.1.5 Cultural Resources

Considering the information in the Cultural Resources Screened Undertaking Memo for the Vandenberg Village Capital Preventative Maintenance on

Highway 1 dated May 29, 2025, 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?	**Less Than Significant Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**Less Than Significant Impact**

Affected Environment

An Area of Potential Effect (APE) was identified for this project, which encompasses the entire Caltrans Right-of-Way throughout the project limits. The Area of Potential Effect (APE) is located within a highly disturbed area that is subject to regular maintenance. The Caltrans Right-of-Way throughout the project limits has been surveyed and studied for cultural resources on numerous occasions, with approximately 55 studies cited in the Cultural Resources Screened Undertaking Memo for the Vandenberg Village CAPM on Highway 1 dated May 29, 2025.

According to the Cultural Resources Screened Undertaking Memo for the Vandenberg Village CAPM on Highway 1 dated May 29, 2025, seven archaeological sites occur within 0.25 mile of the project area. The significance of these sites is based upon criteria set by the California Register of Historic Places and the National Register of Historic Places. These sites consist of prehistoric, historic, and multi-component sites. Of the seven sites identified within 0.25 mile of the project area, only one occurs directly within the project's Area of Potential Effect. This resource consists of segments of the original Highway 1 alignment and is exempt under the Caltrans Section 106 Programmatic Agreement, meaning it is exempt from further evaluation.

The Area of Potential Effect was also evaluated for Built Environment resources such as buildings and bridges. One built environmental resource consisting of a historic neighborhood established within the 1960's was identified on the southwestern side of West Lompoc Casmalia Road and State Route 1. This built environmental resource was found to be ineligible for listing on the California Register of Historical Resources or the National Register of Historic Resources. Further, the types of activities proposed for the project would not result in direct impacts to this resource.

Native American consultation for this project was performed in accordance with Assembly Bill 52, which requires public agencies to consult with Native American Tribes throughout the California Environmental Quality Act (CEQA) process. The results of this consultation are summarized in section 3.2 of this document.

Environmental Consequences

The project as proposed is not anticipated to affect eligible cultural resources or eligible historic properties listed on the National Register of Historic Places. Per the Cultural Resources Screened Undertaking Memo for the Vandenberg Village Capital Preventative Maintenance Project on Highway 1 dated May 29, 2025, the project is exempt from further review.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are proposed. In the event that unanticipated cultural resources are encountered during construction, work activity would pause within a 60-foot radius of the discovery and the resource would remain in its original place until a qualified archaeologist can assess the significance of the resource (Caltrans Standard Specification 14-2.03A).

2.1.6 Energy

The California Environmental Quality Act (CEQA) Guidelines Appendix F outlines requirements for evaluating energy impacts of projects subject to CEQA. Appendix F emphasizes the “wise and efficient” use of energy, including the reduction of fossil fuel reliance, per capita energy consumption, and the increased use of renewable energy sources. Other State regulatory agencies including the California Energy Commission (CEC) and the California Air Resources board (CARB) have set forth legislation that strongly encourages State Agencies such as Caltrans to implement renewable energy targets, energy efficiency measures, and the reduction of fossil fuel reliance.

The Santa Barbara County General Plan Land Use Energy Element dated June of 2015 (amended August 2024) outlines seven directives in support of Goal 3 for Transportation and Land Use energy efficiency. The directives and goals outlined in this plan emphasize alternative transportation options and reduction of vehicular dependency to maximize energy efficiency. The complete streets elements proposed within this project including the bicycle conflict markings, lane-widening, multi-use pedestrian path, and upgraded curb ramps are consistent with the alternative transportation goals outlined within the plan.

Furthermore, because the project is not a capacity increasing project, there are no long-term anticipated increases to energy usage. The minimization

measures **GHG-1** through **GHG-4** outlined in section 2.1.8 will maximize energy efficiency during the project's construction phase.

Considering the information in the Climate Change Report and Air Quality, Water Quality, and Greenhouse Gas Technical Memo dated May 28, 2025, the following significance determinations have been made:

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

Affected Environment

This project proposes to rehabilitate approximately 27 lane miles of Class 2 pavement on State Route 1 in Santa Barbara County between the intersection of Purisima Road and the Vandenberg Space Force Main Gate. using capital preventative maintenance strategies such as Rubberized Hot Mix Asphalt overlay, cold planning, dig-outs, and shoulder backing.

Environmental Consequences

The project would result in the short-term use of fossil fuels, electricity, and natural gas by construction vehicles and equipment to perform pavement rehabilitation, culvert repair, and upgrading ancillary roadway features. Because the project is not a capacity increasing project, the use of energy resources would be temporary and would not result in significant long-term energy demand. The project is not anticipated to result in wasteful or inefficient energy practices and will not conflict with or obstruct any state or local plans for renewable energy or energy efficiency.

Avoidance, Minimization, and/or Noise Abatement Measures

Greenhouse gas reduction measures GHG-1 through GHG-4 will maximize energy efficiency during the construction phase to the extent feasible. See section 2.1.8 for details. Additionally, Caltrans Standard Specification for Material Management (13-4.03C (1)) outlines best practices related to fuel management and will be complied with during the construction period to optimize fuel efficiency.

2.1.7 Geology and Soils

Considering the information the Paleontological Identification Report dated September 22, 2025, the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan dated February 2023, the Natural Resources Conservation Service Soil Maps, and U.S. Department of Agriculture Official Soil Descriptions, and the California Department of Conservation online resources, the following significance determinations have been made:

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

Affected Environment

According to the projects Paleontological Identification Report, the project area is located within a high seismic activity zone in the Coast Ranges Geomorphic province; a northwest-trending mountain range with valleys that run subparallel to the San Andreas Fault and have the potential to result in strike-slip earthquakes with magnitudes of up to 8.0. State Route 1 throughout the project area is not located within an Alquist-Priolo fault zone, fault zone of required investigation, or landslide zone, as indicated by the California Department of Conservation Fault Zone maps, however, the underlying geology within the project area coupled with the high level of seismic activity in Santa Barbara County places a portion of the project area at risk for experiencing liquefaction following major earthquake events.

According to the Natural Resources Conservation Service (NRCS) Soil Web Maps and the U.S. Department of Agriculture, soil types present within the project area consist of sandy loam soil types and well-drained to excessively drained sand soil types. Because the primary purpose of the project is to rehabilitate deteriorated pavement; excavation and earthwork will be minimal apart from the three proposed drainage rehabilitations.

The project does not include the installation of a septic tank or the requirement for wastewater disposal. A construction Stormwater Pollution Prevention Plan (SWPPP) will be prepared, and Best Management Practices will be implemented during construction to ensure water quality is protected.

The project limits are underlain by Holocene aged paleontological deposits at the southern end near Purisima Road where they transition to late or middle Pleistocene alluvial fan and fluvial deposits throughout the Burton Mesa and Vandenberg Space Force Base. Holocene age alluvial deposits are low in paleontological sensitivity, while Pleistocene deposits are high in paleontological sensitivity and may contain significant paleo-botanical or marine fossils. Project activities that involve grading, trenching, or other earthwork operations such as culvert rehabilitation have the potential to disturb fossil-bearing sedimentary rocks.

Environmental Consequences

Construction activities will occur predominately on existing engineered highway structures on State Route 1. Construction activities associated with the project consist mainly primarily of pavement rehabilitation, which will not alter the highway design or substantially change the level of susceptibility to seismic activity. Although a small portion of the project area has the potential to experience liquefaction, the project will not add new elements which would change the level of susceptibility for seismic hazards to the traveling public in the long-term use of the highway within the project limits.

The project will comply with the Caltrans Highway Design Manual by evaluating the project’s geologic and soil setting while addressing specific

elements of the project's design. Compliance with the Caltrans Highway Design Manual will minimize the project's susceptibility to earthquakes and other seismically induced hazards.

Per the Caltrans Earthwork Standard Specifications, earthwork and excavation required for the repair of damaged culverts would require surrounding embankments to reach 95 percent compaction to prevent future roadway or embankment failure. Caltrans Standard Specifications and Best Management Practices would be implemented during construction at project work locations for control of erosion and sedimentation from the construction work areas (see Section 2.1.10, Hydrology and Water Quality). It is expected that construction of the project would have less than significant impacts related to soil instability and erosion.

Additionally, the project contractor is responsible per the requirements of the U.S. Department of Labor and the U.S. Department of Occupational Safety and Health administrations to provide employees with a workplace free from recognized hazards likely to cause death or serious physical harm, including during seismic events.

Because the maximum depth of excavation required to implement project improvements would not exceed three to five feet, the project is not anticipated to affect paleontological resources. In the unlikely event that fossils are unearthed during project construction, Caltrans Standard Specification 14-7.03 provides procedures to be followed for unanticipated paleontological discoveries. Furthermore, if previously disturbed deposits are encountered, they are no longer considered scientifically significant due to the loss of geographic and stratigraphic context.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/ or mitigation measures are proposed. Caltrans Standard Specifications and best practices will minimize or avoid the project's susceptibility to seismic hazards.

2.1.8 Greenhouse Gas Emissions

This project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions. This project supports regional plans by performing maintenance on the regional transportation network and implementing multi-modal transportation improvements. Additionally, this project has the potential to off-set construction emissions by reducing the need for frequent infrastructure maintenance.

Considering the information in the Air Quality and Climate Change Reports dated May 28, 2025, 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

The project area spans approximately 27 lane miles between post miles 23.000 and 29.891 on State Route 1. Project work locations are located between the Vandenberg Space Force Base main gate to the north, and Purisima Road to the south. The existing terrain surrounding the corridor is predominately privately owned land belonging to the Vandenberg Space Force Base, and is vegetated with coastal scrub, chapparal, and oak woodland. The geography is comprised of gradual slopes and hillsides.

Between Santa Lucia Canyon Road and Harris Grade Road, State route 1 is bordered on the north and southbound sides by the California Department of Fish and Wildlife-owned Burton Mesa Ecological Preserve for approximately 1.5 miles. State Route 1 through the project area is a terminal access truck route that serves as the primary connector between Lompoc, Vandenberg, and Orcutt. Trucks comprise two to six percent of traffic in this region north of the Santa Ynez River.

The population density within the project area is 3,758 people per square mile, with small residential communities located on either end of the project area at Vandenberg Space Force Base, Vandenberg Village, Lompoc, and Mission Hills. The main economic forces in the area include the Vandenberg Space Force Base, which has 18,000 military and civilian employees, and the Lompoc Federal Correction Institution (FCI).

The region's location on the Pacific Ocean makes it a strategic location for certain military operations, including missile and rocket launch testing and training. In recent years the base has accommodated private commercial rocket launches (Santa Barbara Council of Associated Governments (SBCAG) 2021). This is significant to climate change in that projected increases in space travel and rocket launches have the potential to damage the ozone layer, change atmospheric circulation patterns, and increase the annual temperatures in the stratosphere by half to 2 degrees Celsius or approximately one to four degrees Farenheit (National Oceanic Atmospheric Administration Research, 2022).

Environmental Consequences

Greenhouse gas emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction (construction emissions). The primary greenhouse gasses produced by the transportation sector are carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. Carbon dioxide emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with small amounts of methane, nitrous oxide, and hydrofluorocarbons. Under the California Environmental Quality Act (CEQA), carbon dioxide emissions are analyzed as a proxy for potential climate change effects from a given project as they represent the greatest percentage of greenhouse gas emissions.

The CEQA 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)). 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.

Project Operational Emissions

The purpose of this project is to rehabilitate deteriorated pavement and repair drainages, and bring ancillary roadway features up to current safety and Americans with Disabilities Act (ADA) standards. These actions will not increase the operational capacity of State Route 1 throughout the project area. Because the project is not increasing the operational capacity of the highway, there will be no increase in Vehicle Miles Traveled (VMT) or operational greenhouse gas emissions. No additional long-term operational emissions are anticipated as a result of this project.

Project Construction Emissions

The project is anticipated to result in temporary construction emissions from activities such as material processing and transportation, construction equipment, and construction-related traffic delays. While construction greenhouse gas emissions are only produced for a short time, they have long-term effects in the atmosphere and cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

The project's construction phase is anticipated to span approximately 170 to 200 working days between summer and winter of 2027. Work would consist

of clearing, grubbing, site preparation, and earthwork in culvert repair areas. It would also consist of the removal and repaving of Rubberized Hot Mix Asphalt in repaved areas. Construction emissions were quantified based on the Caltrans Construction Emissions Tool (CAL-CET), which models the projected emissions of construction equipment. Greenhouse gas emissions would total about 472 annual average tons of carbon dioxide equivalent during the estimated 200-day construction period. Note that these estimates are based on assumptions made during the environmental planning phase of the project and are considered a “ballpark” of energy usage.

While this project will generate construction emissions, the improved infrastructure will require less frequent maintenance, which has the potential to offset any construction-related emissions from the project.

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 California Air Resources Board emission reduction regulations. Construction contracts also include Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, which 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. An additional Caltrans Standard Specification that should be complied with during project construction and will reduce greenhouse gas emissions during construction is Section 14-10, Solid Waste Disposal and Recycling. Recycling greater quantities of construction waste will help offset greenhouse gas emissions. Furthermore, Caltrans Standard Specifications Section 12, Temporary Traffic Control, outlines the standards for properly implementing traffic controls during construction.

Avoidance and Minimization Measures

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

GHG-1: Limit idling for delivery and dump trucks and other diesel-powered equipment when not in active operation to the extent feasible.

GHG-2: For improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition.
- Use right sized equipment for the job as determined by the project contractor.

GHG-3: Use recycled water or reduce consumption of potable water for construction.

GHG-4: Specify Long-Life Pavement. Minimize life-cycle costs by designing long-lasting pavement structures. Consider future climate conditions in decisions.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Initial Site Assessment dated August 20th, 2025, and the Santa Barbara County Association of Governments Airport Land Use Plan dated October of 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Less Than Significant Impact**
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**Less Than Significant Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	**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?	**Less Than Significant 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?	**Less Than Significant Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**Less Than Significant Impact**

Affected Environment

The project encompasses approximately 27 lane miles on State Route 1 from post miles 23.0 to 29.89. The project limits traverse undeveloped open space, residential areas, educational facilities, and military installations. The northern portion of the project limits is located approximately three miles away from and adjacent to the planning boundaries for the Vandenberg Space Force Base and Airfield discussed in the Santa Barbara County Association of Government's 2022 Airport Land Use Plan. Goals cited in the plan for the Vandenberg Space Force Base include limiting future residential development near the base to reduce civilian exposure to air-craft related incidents and airport related safety hazards.

The project passes through areas of high or very high fire hazard severity zones that are under federal or local fire-fighting responsibility, as designated by California Department of Forestry and Fire Protection and the Department of Forestry and Fire Protection. More detailed information regarding the project areas wildfire risk and susceptibility can be found in section 2.1.20 (Wildfire) of this document.

Caltrans Environmental Engineering Staff performed a records and database search using the GeoTracker, EnviroStor, CalGEM and Pipelines tools for hazard waste sources and sites within the project limits. Search results indicated three contaminant cleanup sites within the project limits adjacent to the Caltrans Right-of-Way. A summary of these sites is outlined below:

- Cleanup site at Constellation Road related to soil contaminated from motor byproducts at an active gas station.
- A 2006 fuel spill and military cleanup site at Santa Lucia Canyon Rd and State Route 1 related to polyfluoroalkyl substances (PFAS) within soil and groundwater.
- A 1993 fuel spill and military cleanup site at Casmalia Road and State Route 1 related to polyfluoroalkyl substances (PFAS) within soil and groundwater.

In addition to the three contaminant cleanup sites, routine hazardous waste such as aerially deposited lead resulting from the historic use of leaded gasoline and yellow thermoplastic traffic striping may be present within the project limits. Treated wood waste may also be generated as a result of signpost and guardrail replacement. Because the project may also require the replacement of existing electrical elements at intersections where new curb ramps or lane widening will occur, construction may result in the generation of hazardous electrical waste.

Environmental Consequences

The three contaminant cleanup sites mapped within the project limits are not anticipated to extend into areas where ground disturbance associated with the project scope would occur. Therefore, it is not anticipated that this project would encounter hazardous material associated with these sites.

While other hazardous materials such as aerially deposited lead may be present within the project limits and encountered during construction, Caltrans standard specifications would ensure the appropriate handling, treatment, and disposal of those substances. A study to characterize the limits and quantities of aerially deposited lead will be conducted during the project's design phase. Additionally, a lead compliance plan would be implemented during construction for the treatment of any aerially deposited lead or yellow thermoplastic traffic striping. If electrical waste or treated wood waste is generated during construction, it would be disposed of at a permitted facility and according to Caltrans standard specifications.

The project would not expose people or structures to greater risk of wildfire related hazards, and the Transportation Management Plan developed for the project would minimize hindrance of fire evacuation or response traffic during construction. The activities proposed in the project would not have any influence on future development patterns that could create increased civilian exposure to air-craft or airfield related safety hazards. Caltrans would coordinate with base personnel to ensure the that the project's Transportation Management Plan allows for undisrupted circulation of traffic in and out of the base's entrance.

Avoidance, Minimization, and/or Mitigation Measures

The project is not anticipated to result in adverse effects to human health or the environment, and no avoidance, minimization, or mitigation is necessary. Caltrans standard specifications and standard special provisions would properly account for any routine hazardous waste products.

2.1.10 Hydrology and Water Quality

Considering the information in the Air Quality, Water Quality, and Noise Memo dated May 28, 2025, and the Location Hydraulic Study dated January

29, 2025, and the Floodplain Evaluation Report Summary dated February 18, 2025, the following significance determinations have been made:

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

Flooding

According to the official Federal Emergency Management Agency (FEMA) Flood Maps, the project limits from north of Purisima Road to the project's northern end is in an unincorporated area that has not been evaluated for flood hazards. At the beginning and southern end of the project near Purisima Road, Federal Emergency Management Agency (FEMA) maps indicate the project is not within a special hazard flood area. The project's Location Hydraulic Study dated January 29, 2025, determines that the project would not encroach upon an existing flood plain or flood way. The project's Floodplain Evaluation Summary dated February 18, 2025, also supports this finding stating that the project would be compatible with floodplain development, and that no additional measures would be necessary to prevent impacts to the floodplain.

Groundwater

The project is located within the following Hydrologic Areas: Santa Ynez Hydrologic Unit, the Lompoc Hydrologic Area, undefined Hydrologic Sub-Area (HAS #314.10). Near post mile 29.89 and Vandenberg Space Force Base, the project is in the San Antonio Hydrologic Unit and an undefined Hydrologic Sub-Area (HAS #313.00). None of the Hydrologic Areas within the project limits contain groundwater basins or drinking water reservoirs.

Water Quality

The receiving water bodies near the project limits are the Pacific Ocean at Ocean Beach, San Miguelito Creek, Santa Ynez River, and Sloans Canyon Creek. Each of these receiving water bodies is classified as impaired by various pollutants per the 2024 Clean Water Act Section 303(d) list.
The Santa Ynez River is impaired by pollutants such as Fecal Coliform, Chloride, Escherichia coli (*E. coli*), Nitrate, Nitrogen, Dissolved, Oxygen, and multiple forms of sediment. San Miguelito and Sloans Canyon Creek are also impaired by various compounds including Fecal Coliform, Escherichia coli (*E. coli*), Ammonia, Nitrogen/Nitrate, and Dissolved Oxygen.

Pollutants within these water bodies can be attributed to discharges of treated wastewater from municipal and regional wastewater facilities, the Lompoc City landfill, and discharges from irrigated agricultural lands, and livestock and cattle-grazing operations.

Per the 2024 California Water Board Integrated Impairment Report, these water bodies support the following beneficial uses:

Santa Ynez River

- Non-contact recreation
- Water-contact recreation

- Cold freshwater habitat
- Warm freshwater habitat
- Agricultural supply
- Municipal and domestic supply

San Miguelito Creek

- Non-contact recreation
- Water-contact recreation
- Agricultural supply
- Municipal and domestic supply
- Warm freshwater habitat
- Cold freshwater habitat

Sloans Canyon Creek

- Warm freshwater habitat
- Municipal and domestic water supply
- Water-contact recreation
- Non-contact recreation

Environmental Consequences

This project is not anticipated to result in significant long-term impacts to water quality. The three culverts which would receive either repair or replacement strategies within the project limits would represent a benefit to drainage and storm water quality due to reduced sediment discharge after repair.

Temporary impacts associated with increases in sediment-laden water while earthwork is conducted are anticipated during construction. These short-term impacts would be reduced or eliminated by incorporating appropriate engineering design and robust storm water treatment Best Management Practices into the construction process. Any stormwater treatment Best Management Practices impacted during construction would be immediately corrected or reconstructed. Furthermore, Caltrans would comply with the regulations set forth within the National Pollutant Discharge Elimination System Permit (NPDES), which requires Caltrans to follow a Statewide Storm

Water Management Plan for storm water pollution controls related to all highway construction activities. A Stormwater Pollution Prevention Program would be developed by the project contractor that would address the following water quality issues:

- Sediment control
- Soil stabilization
- Concentrated flow conveyance systems
- Scheduling of ground disturbing activities with respect to rainy events
- Preservation of existing vegetation
- Wind erosion control
- Sediment tracking
- Solid waste management
- Materials handling
- Concrete waste management
- Vehicle and equipment operations
- Paving operations
- Stockpile management
- Water conservation practices
- Illegal connection or discharge detection and reporting
- Storm drain inlet protection
- Contaminated soil management

Because the project is not located within any groundwater basins, there would be no impacts to groundwater recharge or groundwater management plans. There would be no impacts to drinking water reservoirs as there are none within the project limits. The project would not result in changes to the course of a stream or river, the impediment or redirection of flood flows, or contribute runoff water which would exceed the capacity of existing stormwater drainage systems.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.1.11 Land Use and Planning

The project area passes through the following County of Santa Barbara land use designations as indicated by the County of Santa Barbara zoning map: Agriculture, Recreation/Open Space, Residential, Other/ Open Lands, and Highway Commercial.

Land use planning within the Lompoc Area is guided by the Santa Barbara County General Plan Land Use Element, which encourages responsible and environmentally conscious community development that protects the regions natural resources and unique characteristics. The City of Lompoc 2030 General Plan Land Use Element further guides community development with the objective to “provide a distribution of land uses that maintains, yet also enhances the environmental, social, physical, and economic wellbeing of Lompoc.”

The project will consist of repairing deteriorated pavement and culverts, upgrading curb ramps and guardrail to current safety and Americans with Disabilities Act standards, and includes Complete Streets improvements that enhance pedestrian and cyclist safety and accessibility. Project activity will be limited to the existing Caltrans Right-Of-Way on State Route 1, and no temporary construction easements will be required for the completion of culvert repairs.

This project will not divide any existing communities and does not conflict with any land use plan, policy, or regulation within the region. The project will not change the function or capacity of State Route 1 within the project areas. Furthermore, the Complete Streets Improvements proposed in the project are consistent with the Santa Barbara County General Plan Land Use Element goal to “provide alternative forms of transportation for all residents and reduce dependence on the automobile.” Therefore, this project will not result in land use and planning impacts and is compatible with local and regional land use policies.

Considering the information provided by the Santa Barbara County zoning maps, and the Santa Barbara County General Plan Land Use Element dated May of 2024, and the City of Lompoc 2030 General Plan Land Use Element, 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

The Santa Barbara County General Plan Conservation Element provides an inventory and description of the mineral resources present in Santa Barbara County. The plan describes six known diatomite deposits south of Lompoc and the project area which at the time of the plan (1979) accounted for most of the diatomite production in the United States. These deposits are associated with open pit mining operations and owned by two main producers. Open pits are described as being 1,000 feet deep with high grade diatomite present in the lower 500 feet that is used to produce ore. The U.S. Geological Service describes the following commercial applications of diatomite: an absorbent for industrial spills and as pet litter, a filler in a variety of products from paints to dry chemicals, an insulation material as sawn and molded shapes as well as loose granular, a mild abrasive in polishes, and a silica additive in cement and various other compounds.

Because diatomite and other mineral resources are finite in nature, and because the production of diatomite is associated with air and water quality impacts resulting from airborne particulate matter and erosion, the Plan's Conservation Element projected a future decrease of diatomite mining operations within the Lompoc region.

In present day, three limestone mine or quarry operations are located south of the project area and of Lompoc proper. This includes the County of Santa Barbara owned Acin Ranch Stone Quarry, the Miguelito Canyon Diatomite Mine, and the El Jarro Dolomite Quarry. The project area is located on State Route 1 north of Lompoc and does not conflict or interfere with any mineral resources, mine locations, mining districts, or oil and gas seeps.

Considering the information in the Caltrans Division of Environmental Analysis Geographical Information Systems Library, the California Department of Conservation Mine Reclamation Maps, The U.S. Geological Service, and the Santa Barbara General Plan Conservation Element dated August of 2010, 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, Water Quality, and Noise Memo dated May 28, 2025, 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**
b) Generation of excessive groundborne vibration or groundborne noise levels?	**Less Than Significant**
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 approximately 27 lane miles on State Route 1 between the City of Lompoc and Purisima Road at the Southern end, and Vandenberg Space Force Base at the northern end. The residential area of Vandenberg Village is situated in the mid-south region of the project limits. On either side of the project's northern portion, State Route 1 is surrounded by undeveloped rural land owned by the Space Force Base and the California Department of Fish and Wildlife-owned Burton Mesa Ecological Reserve. There are

businesses and educational facilities throughout the project limits including Alan Hancock Community College, and Vandenberg Middle School.

While there are sensitive receptors such as schools, businesses, and residences situated sporadically along the project limits, the residences and facilities present are not situated directly adjacent to the State Right-of-Way. The Vandenberg Middle School is situated next to State Route 1 throughout the project limits but is approximately 345-feet away from the highway and is separated by a windrow of Eucalyptus trees and a local road (Mountain View Boulevard). The nearest building within Allan Hancock College is approximately 375-feet away from the traveled roadway and is separated by a parking lot, dense trees, and shrubbery. Between Draco Drive and Saturn Avenue in Vandenberg Village, residences are situated approximately 80 to100-feet away from the northbound shoulder of State Route 1.

Environmental Consequences

The project would not result in permanent increases to existing noise levels. State Route 1 throughout the project limits would not be expanded in capacity, and noise levels would remain the same as before the proposed project. Therefore, additional noise analysis and long-term noise abatement measures are not proposed.

Short term increases in noise as a result of construction activity is inevitable and would vary based on the type of activity being performed and equipment being utilized. Caltrans policy states that normal construction equipment should not emit noise levels greater than 86-dBA at 50-feet from the source. This project would not require activities such as pavement breaking or pile driving which exceed this noise threshold. Additionally, adverse noise impacts from construction are not anticipated because construction would be temporary and intermittent, conducted in accordance with Caltrans Standard Specifications, and because the existing local noise levels are significantly influenced by local traffic noise.

Avoidance, Minimization, and/or Noise Abatement Measures

Daytime construction will be practiced as much as possible to avoid and minimize impacts on resident’s normal nighttime sleep activities. If nighttime work is required, the activities generating the most noise would be scheduled as early in the evening as possible. During construction, work would comply with Caltrans Standard Specifications (Section 14-8.02) which requires the contractor to control and monitor noise resulting from work activities and not to exceed 86 weighted decibels Lmax at 50-feet from the job site from 9:00 p.m. to 6:00 a.m.

The following avoidance and minimization measures for noise would be practiced during the project’s construction period:

NOI-1: Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.

NOI-2: Shield loud pieces of stationary construction equipment if complaints are received;

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

NOI-3: If nighttime work occurs, then a Noise Control Plan (NCP) will be implemented to ensure construction activities do not exceed standard during construction.

2.1.14 Population and Housing

The project proposes to rehabilitate approximately 27 lane miles of Class 2 pavement on State Route 1 in Santa Barbara County between the intersection of Purisima Road and the Vandenberg Space Force main gate using capital preventative maintenance strategies such as Rubberized Hot Mix Asphalt overlay, cold planning, dig-outs, and shoulder backing. Other associated improvements are described in section 1.3 in greater detail.

The project will not alter the alignment or capacity of State Route 1 or result in indirect population growth through expanded facilities. No additional housing or development is proposed as part of the project, nor would the project lead to the displacement of people or housing. Considering this information, the following 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

According to the Caltrans Transportation Management Plan Guidelines dated November of 2015, the City of Lompoc Local Hazard Mitigation Plan dated July 14, 2026, and ongoing coordination with Caltrans Design and Engineering Team, the following 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:	**Less Than Significant Impact**
Fire protection?	**Less Than Significant Impact**
Police protection?	**Less Than Significant Impact**
Schools?	**Less Than Significant Impact**
Parks?	**Less Than Significant Impact**
Other public facilities?	**No Impact**

Affected Environment

Public service providers and emergency response agencies within the project area include Santa Barbara County include California Highway Patrol, the County of Santa Barbara and the City of Lompoc. On property belonging to the Vandenberg Space Force Base through the project area, the Vandenberg Fire Department would response in the event of a fire.

At post miles 23.51, 25.08, and 29.89, project construction has the potential to delay or impede access to the following educational facilities: Allan Hancock College, Manzanita Public Charter School, Vandenberg Middle School, Buena Vista Elementary School, and Cabrillo Highschool. State Route 1 throughout the project area and in these locations consists of two-lane paved highway with one travel lane in the north and southbound directions. Traffic in the corridor is comprised of two to six percent trucks and 98-94 percent regional commuter or other traffic. Congestion is present on the route at post mile 29.891 near the Vandenberg Space Force main gate during peak morning and afternoon hours.

Environmental Consequences

Fire and Police Protection

The project will temporarily reduce traffic speed and impede emergency response times during the construction period. Intermittent single-lane closures will be implemented as indicated by the Traffic Management Plan to allow for continued access for law enforcement, firefighters, and other emergency responders. Detour routes for vehicles, bicycles, and pedestrians will be indicated on the Traffic Management Plan. Caltrans standard specifications for temporary traffic control will be implemented throughout the construction period.

Schools

Intermittent and temporary lane closures have the potential to slow or impede access to education facilities located along the corridor and slow the rate of traffic. The project's construction timeframe is proposed to begin in Summer of 2028, which can be timed with further coordination with the Caltrans Project Development Team to begin outside of the school year. Additionally, the construction of certain project features may require night work and would not interfere with daytime access to educational facilities.

Parks

Intermittent and temporary lane closures during construction have the potential to slow the flow of traffic near Ken Adam Park, adjacent to post mile 23.37 and post mile 23.51 at the intersection of Hancock Drive and State Route 1. Work at this location consists of repaving, shoulder backing, and the installation of four Americans with Disabilities Act (ADA) compliant curb ramps. The southbound lane leading onto Hancock Drive will also be widened

by six inches to accommodate a bike lane adjacent to the righthand turn lane. These improvements are expected to take approximately 170 to 200 days to complete during the project's construction phase. The Transportation Management Plan will account for temporary and intermittent lane closures, and access to the park and college would be maintained throughout the period. State Route 1 will remain open through the project area during the construction process with at least one lane open in the south and northbound directions. In addition, a Transportation Management Plan will be developed during the project's design phase and will implement strategies such as portable changeable message signs, construction area signs, intermittent single-lane closures, and public awareness campaigns. While construction may result in temporarily lane closures and slower traffic flow, public access to State Route 1 and adjacent governmental facilities will be maintained during the construction process. Therefore, this project will have a less than significant impact on public services and response times.

Avoidance, Minimization, and/or Mitigation Measures

No additional avoidance, minimization, or mitigation measures are proposed. The Transportation Management Plan will reduce construction-related delays to the extent feasible.

2.1.16 Recreation

Considering the information in the Santa Barbara County Recreation Master Plan dated January 2025, The City of Lompoc 2030 General Plan Recreation Element, and the Caltrans Standard Environmental Reference Volume 1 Chapter 20, the following significance determinations have been made:

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

Affected Environment

The project scope consists of repaving deteriorated pavement, signage, and guardrail upgrades, installing Americans with Disabilities Act (ADA) compliant curb ramps, culvert repair, as well as Complete Streets elements listed in Section 1.3.

The Santa Barbara County January 2025 Master Recreation Plan states that the County intends to “create and manage a sustainable, vibrant, and diverse system of parks, trails, and recreation facilities that offer all people the opportunity to explore, play, exercise, socialize, and connect with the County’s natural resources…” The 2030 Lompoc General Plan Recreation Element emphasizes the goal of “providing convenient, attractive, diverse and well-maintained park and recreational facilities.”

Various public recreational facilities are near the project area and State Route 1, and three were identified in the immediate project vicinity:

- Burton Mesa Ecological Reserve
- La Purisima Mission State Historic Park
- Ken Adam Park

Environmental Consequences

The project does not include recreational components and will not result in population growth or increased use resulting in deterioration of adjacent recreational facilities. Additionally, the project does not include the new construction or expansion of recreational facilities. Of the facilities listed above, Ken Adam Park was identified as being potentially impacted by temporary construction activities.

Ken Adam Park

Ken Adam Park contains 42 acres of public facilities and is situated between Vandenberg Village, Mission Hills, and the City of Lompoc. The southeastern perimeter of the park sits parallel to State Route 1 and shares an entrance with Allan Hancock College campus at post mile 23.51. The park is named after the late Lompoc resident and Lompoc Record Newspaper owner Ken Adam. The park’s features include group and individual picnic areas, playgrounds, horseshoes, volleyball courts, nature trails, and restrooms. Additionally, the park contains a flag monument, and three plaques dedicated to the 17 fallen astronauts from the combined Challenger, Columbia, and Cape Canaveral disasters. Vegetation within the park consists primarily of oak woodland, chapparal, and ruderal grasses. While the park is currently used by the community, it has recently undergone a vote of approval for discontinuance and eventual redevelopment by the private venture capital company “Pale Blue Dot Ventures” into a space exploration-themed park and museum that includes 82 acres of city-owned land. A timeframe for the development of this establishment is not publicly available.

In addition to the proposed repaving and shoulder backing, the project proposes multiple improvements near the entrance to Ken Adam Park including the installation of four Americans with Disabilities Act (ADA)

compliant curb ramps and widening the southbound right-hand turn lane to accommodate a six-foot-wide bicycle lane between post mile 23.50 and 23.60. At post mile 23.37, a culvert that abuts Ken Adam Park is proposed to be repaired using reinforced concrete pipe, with the replacement of the scour hole and headwall. A rock slope protection area would be placed at the culvert's outfall. Repair of the culvert would take place entirely within the Caltrans Right-of-Way and outside of Ken Adam Park. These project activities will not adversely affect the attributes, activities, or features of the park. The culvert repairs will not result in changes to hydrology or run off flows within Ken Adam Park. Construction activities would not involve use of the park in any capacity and activities would be confined to the Caltrans Right-Of-Way and State Route 1 near the entrance of the park.

Avoidance, Minimization, and/or Mitigation Measures

Provided that Ken Adam Park remains a public recreational area by the time the project reaches construction, continued access will be maintained for pedestrians, cyclists, transit users, and motorists while construction occurs near the park's entrance and the culvert at post mile 23.37. The project's Transportation Management Plan (TMP) will include traffic control measures that support continued access to the park during construction. No additional avoidance or minimization measures are proposed.

2.1.17 Transportation

Considering the information provided by the Caltrans District 5 Traffic Safety Team, Caltrans Project Initiation Report dated August of 2022, The Caltrans Transportation Management Guidelines dated November of 2015, CEQA Guidelines section 15064.3, the City of Lompoc 2030 General Plan Circulation Element, and the Ventura County Transportation Emergency Preparedness Plan dated December 17, 2020, 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**

Question—Would the project:	CEQA Significance Determinations for Transportation
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**No Impact**
d) Result in inadequate emergency access?	**Less Than Significant Impact**

Affected Environment

State Route 1 throughout the project area is a rural two-lane highway that connects Vandenberg Space Force Base, Vandenberg Village, and the City of Lompoc. The project area spans approximately 27 lane miles between post miles 23.000 and 29.891 on State Route 1. Project work locations are located between the Vandenberg Space Force Base main gate to the north, and Purisima Road to the south. The existing terrain surrounding the corridor is predominately privately owned land belonging to the Vandenberg Space Force Base, and is vegetated with coastal scrub, chapparal, and oak woodland. The geography is comprised of gradual slopes and hillsides. Land uses within the project area consist of agriculture, recreation/open space, residential, other/ open lands, and highway commercial land.

According to the Caltrans Project Initiation Report, State Route 1 is an arterial interregional road system that travels through a rural environment with rolling to mountainous terrain that connects with State Route 246 in Lompoc, and State Route 135. The Annual Average Traffic Daily Traffic in the region ranges between 16,731-28,999 vehicles, including trucks which comprise 7 to 12 percent of the total traffic volume. The rate of vehicle collisions within the corridor (1.048 per million vehicle miles) is lower than the average collision rate (1.529 collisions per million vehicle miles). Higher rates of broadside collisions from failures to yield to oncoming traffic currently occur at the intersection of State Route 1 and Santa Lucia Canyon Road, with 22 collisions recorded between the years of 2018 and 2022. Immediate safety measures are in place to address this intersection, and Caltrans is currently evaluating additional safety improvements within the scope of a separate project.

The level of traffic congestion within the corridor during peak travel hours is within acceptable levels except for post mile 29.891 near the Vandenberg Space Force Main Gate. Traffic congestion is caused by an influx of vehicles to the base at the entrance, which is outside Caltrans' purview. During peak afternoon hours, northbound traffic congestion at the main gate leads to excessive queuing that creates backups as far south as the intersection of Timber Lane. The cause of this congestion in the northbound lane at this location is due to heavy right-turn traffic with limited signal green time and a restricted right turn on red movement. Caltrans traffic safety personnel are

evaluating solutions to the congestion, and modifications to this intersection will be further evaluated during the project's design phase.

The project area is within the jurisdiction of the Santa Barbara County Association of Governments (SBCAG), which serves as both the federally designated Metropolitan Planning Organization for Santa Barbara County and State designated Regional Transportation Planning Agency. The Santa Barbara County Association of Governments is responsible for preparing long-range planning documents to guide transportation decisions within the region, including the Regional Transportation Plan, Connected 2050. The SBCAG Regional Transportation Plan Connected 2050, and the City of Lompoc 2030 General Plan Circulation Element provide the framework for providing an optimal and equitable multi-modal transportation system within the region.

This project would repair deteriorated pavement, repair culverts, perform safety and Americans with Disabilities Act (ADA) upgrades to guardrail and curb ramps, and provide complete street improvements including the installation of bicycle conflict markings and lane widening to accommodate bicycle lanes. Other proposed Complete Streets elements include the widening of northbound State Route 1 and Hancock Drive to accommodate a 10-foot concrete multi-use pedestrian path. The City of Lompoc 2030 General Plan Circulation Element classifies State Route 1 throughout the project limits as a Truck Route, Major Expressway, and Major Arterial. State Route 1 throughout the project limits has designated Class 1 bikeways from north of the Lompoc Airport, and planned Class 2 bikeways from north of the Lompoc City limits to the southern boundary of the Burton Mesa Reserve. The City of Lompoc 2030 General Plan Circulation Element emphasizes the goal of reducing automobile reliance and providing convenient modes of alternative transportation. Proposed project elements such as widening the righthand turn lane to accommodate a bicycle lane at post mile 23.51 and creating a multi-use pedestrian path are consistent with the City of Lompoc 2030 General Plan's goal to provide safe and convenient bicycle access to the Allan Hancock College campus.

One community adjacent to the project area that is primarily accessed by State Route 1 is identified by the Ventura County Transportation Emergency Preparedness Plan as being vulnerable in the event of emergencies due to the lack of ingress and egress routes. Vandenberg Village is identified by the plan as requiring "assistance with evacuations and transportation of persons and goods during a disaster when transportation corridors may by affected and alternate routes are not available."

Environmental Consequences

The purpose of the project is to comprehensively address roadway deficiencies on State Route 1 and includes the upgrade of deteriorated pavement, culvert repair, and updates to ancillary features to meet current

safety or Americans with Disabilities Act (ADA) standards. Other Complete Streets elements are outlined in Section 1.3 and are consistent with the active transportation plans and policies outlined for the region. This project would not increase the capacity of the highway, influence Vehicle Miles Traveled, or induce population growth.

The project is consistent with CEQA guidelines Section 15064.3(b) as it would not increase Vehicle Miles Traveled within the region. Novel geometric design features or incompatible uses are not proposed in the scope of this project, and there would be no increase to roadway hazards as a result.

A Transportation Management Plan will be developed during the project's design phase and will implement strategies such as portable changeable message signs, construction area signs, intermittent single-lane closures, and public awareness campaigns. In accordance with the Caltrans Transportation Management Plan Guidelines, emergency service purveyors would be notified in advance of construction to provide adequate access alternatives for emergency vehicles. While construction may result in temporary lane closures and slower traffic flow, public access to State Route 1 and adjacent governmental facilities will be maintained during the construction process.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans will require standard traffic control measures to be implemented, in accordance with the project's Transportation Management Plan to minimize disruptions to emergency services during construction. No further avoidance, minimization, or mitigation measures are proposed.

2.1.18 Tribal Cultural Resources

According to the Cultural Resources Screened Undertaking Memo for the Vandenberg Village CAPM on Highway 1 dated May 29, 2025, no eligible cultural resources have been identified within the Area of Potential Effect for the project. Therefore, construction activities proposed for the project would not impact eligible archaeological resources or historic properties. Consultation with local tribal governments has been performed, and no contacted tribes have requested to monitor the project during construction. Considering this information, the following 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**

2.1.19 Utilities and Service Systems

Throughout the project area, utility infrastructure includes but is not limited to traffic lights and signals, overhead and underground power lines, storm drains, manholes, and streetlights. While no utility conflicts have been identified, positive utility location and identification (Pos-Loc) will be performed during the project's design phase. Results of utility identification will determine the need for additional utility relocation efforts.

Owners of existing utilities will be notified throughout the project design and construction phase to ensure protection in place of existing utilities and avoid utility conflicts. If utilities require relocation, Caltrans will review the proposed locations and ensure that no significant environmental effects occur as a result of the relocation. This project does not propose the installment of new wastewater, stormwater, or natural gas utility lines.

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**

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

2.1.20 Wildfire

Considering the information in the California Department of Forestry and Fire Protection: CalFire State Responsibility Area Fire Hazard Severity Zone map dated June 15, 2023, Santa Barbara County zoning maps Fire Hazard Severity zones dated from 2024, maps and goals listed in the Santa Barbara County Multi-Jurisdictional Hazard Mitigation Plan dated February 2023, the City of Lompoc Local Hazard Mitigation Plan dated July 14, 2016, and the Ventura County Transportation Emergency Preparedness Plan dated December 17, 2020 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?	**Less Than Significant Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant	**No Impact**

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

Affected Environment

The project area is located within very high or high fire hazard severity zones as designated by the California Department of Forestry and Fire Protection in an area of Federal Responsibility. The southern end of the project area near post mile 23.00 and the City of Lompoc is in an area of Local Responsibility. The designated fire hazard severity zones are based on criteria such as fuel loading, slope, and fire weather, and includes regions where winds have been known to contribute to the spread of wildfire.

The most recent wildfire that occurred within 1.5 miles of the project area is the Santa Lucia Fire, which burned 130 acres near Floradale Avenue on Vandenberg Space Force Base in November of 2024. Additional recent wildfires adjacent to the project area include the 7,000-acre Harris Fire in 2001, The 7,500-acre Sudden Fire in 2002, and the 12,714-acre Canyon Fire in 2016.

The project area and historic fires occurrences are within the Wildland Urban Interface (WUI), as mapped in the 2016 City of Lompoc Hazard Mitigation Plan. The Wildland Urban Interface (WUI) is defined by the U.S. Forest Service as an area where humans and their development meet or intermix with undeveloped wildland vegetation, which makes these areas particularly vulnerable to wildfire events. The 2016 City of Lompoc Hazard Mitigation Plan lists the following federally regulated communities within or adjacent to the project area as high-risk communities due to their placement within the Wildland Urban Interface (WUI):

- Vandenberg Space Force Base
- Vandenberg Village

- Mission Hills

One community adjacent to the project area that is accessed primarily from State Route 1 is identified by the Ventura County Transportation Emergency Preparedness Plan as being vulnerable in the event of emergencies due to the lack of ingress and egress routes. Vandenberg Village is identified by the plan as requiring “assistance with evacuations and transportation of persons and goods during a disaster when transportation corridors may be affected and alternate routes are not available.”

Environmental Consequences

While the project is located within high or very high Fire Hazard Severity Zones, the project’s scope is to rehabilitate pavement, repair drainages, and rehabilitate other ancillary roadway features. Pavement rehabilitation and drainage repair activities are not anticipated to significantly contribute to wildfire risk. Asphalt, culvert replacement materials, and other materials such as concrete, steel, and rip rap are heat and fire resistant.

During project construction, any traffic controls necessary would be implemented to minimize hindrance of fire evacuation or response traffic in accordance with the project’s Traffic Management Plan. Emergency responders would be made aware of any traffic disruptions, delays, or detours in advance. The completed project would improve highway reliability and would not interfere with long-term emergency response or evacuation plans, and therefore would have a less than significant impact.

Additionally, Caltrans 2018 revised Standard Specification 7-1.02M(2) mandates fire prevention procedures during construction, including a fire prevention plan. The project would not introduce new fire-vulnerable structures into the project area and is not anticipated to exacerbate the impacts of wildfires intensified by climate change or be any more susceptible to wildfire damage than under current conditions.

Avoidance, Minimization, and/or Mitigation Measures

No additional measures are proposed, and the Transportation Management plan will minimize or avoid impacts related to ease of evacuation or emergency response times.

2.1.21 Mandatory Findings of Significance

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

Affected Environment

The affected environment for the project is the State Route 1 corridor from Vandenberg Space Force Base to 0.3 mile south of Purisima Road, and just north of Lompoc. The predominate land type throughout the project area is undeveloped or rural property consisting of coastal scrub, maritime chaparral, oak woodland, and eucalyptus groves. On either side of State Route 1, the land is owned primarily by Vandenberg Space Force Base, or the Burton Mesa Ecological Reserve. The community of Vandenberg Village is situated within the middle of the project limits. Land uses within the project limits include Agriculture, Recreation/Open Space, Residential, Other/ Open Lands, and Highway Commercial.

The project limits contain natural communities and jurisdictional areas that have the potential to support a variety of plants, animals and habitats, including federally designated Critical Habitat for the Vandenberg Monkeyflower. A full list and discussion of special-status plant and animal

species with the potential to occur within the project limits can be found in Section 2.3.1 Biological Resources.

Environmental Consequences

Natural and Historic Resources

Biological Resources

The project is anticipated to result in temporary impacts to the Coyote Brush Scrub, Coast Live Oak Woodland, and Central Maritime Chaparral Natural Communities. The project is also anticipated to result in temporary and permanent impacts to jurisdictional and riparian areas as a result of culvert rehabilitation activities at post mile 23.4. The Section 7 effects determination is that the proposed project will have no effect on Vandenberg monkeyflower critical habitat, or any other Federally listed plant outlined in Table 3 of the Natural Environment Study. The Section 7 effects determination is that the proposed project may affect but is not likely to adversely affect Western Spadefoot Toad, and that the project will have no effect on the California Red-legged Frog. Additionally, if Southwestern Pond Turtle is listed prior to the project starting construction, the Section 7 determination is that the project would have no effect on the species. These determinations are described in more detail in Section 2.1.4, Biological Resources. With the implementation of the avoidance and minimization measures proposed under Section 2.1.4, Biological Resources, impacts to special status plant and animal species are anticipated to be lessened to a level that would be considered less than significant.

Cultural and Paleontological Resources

Per the Section 106 Programmatic Agreement between Caltrans and the State Historic Preservation Office that outlines types of projects with no potential to affect historic properties, the proposed work is defined as a “screened undertaking” that is exempt from further studies or review. No archaeological resources or built environment properties would be affected by the project activities. Consultation of local tribes took place in accordance with California Assembly Bill 52. Although the project is underlain by paleontological units with both low and high potential to yield significant fossils, the scope of earthwork for the project would not extend beyond three to five feet beneath the ground surface. Because the depths of excavation would be surficial, no impacts to sensitive paleontological units are anticipated. Cultural and paleontological resources are discussed in more detail in Sections 2.1.5, Cultural Resources, 2.1.7, Geology and Soils, and 2.1.18 Tribal Consultation.

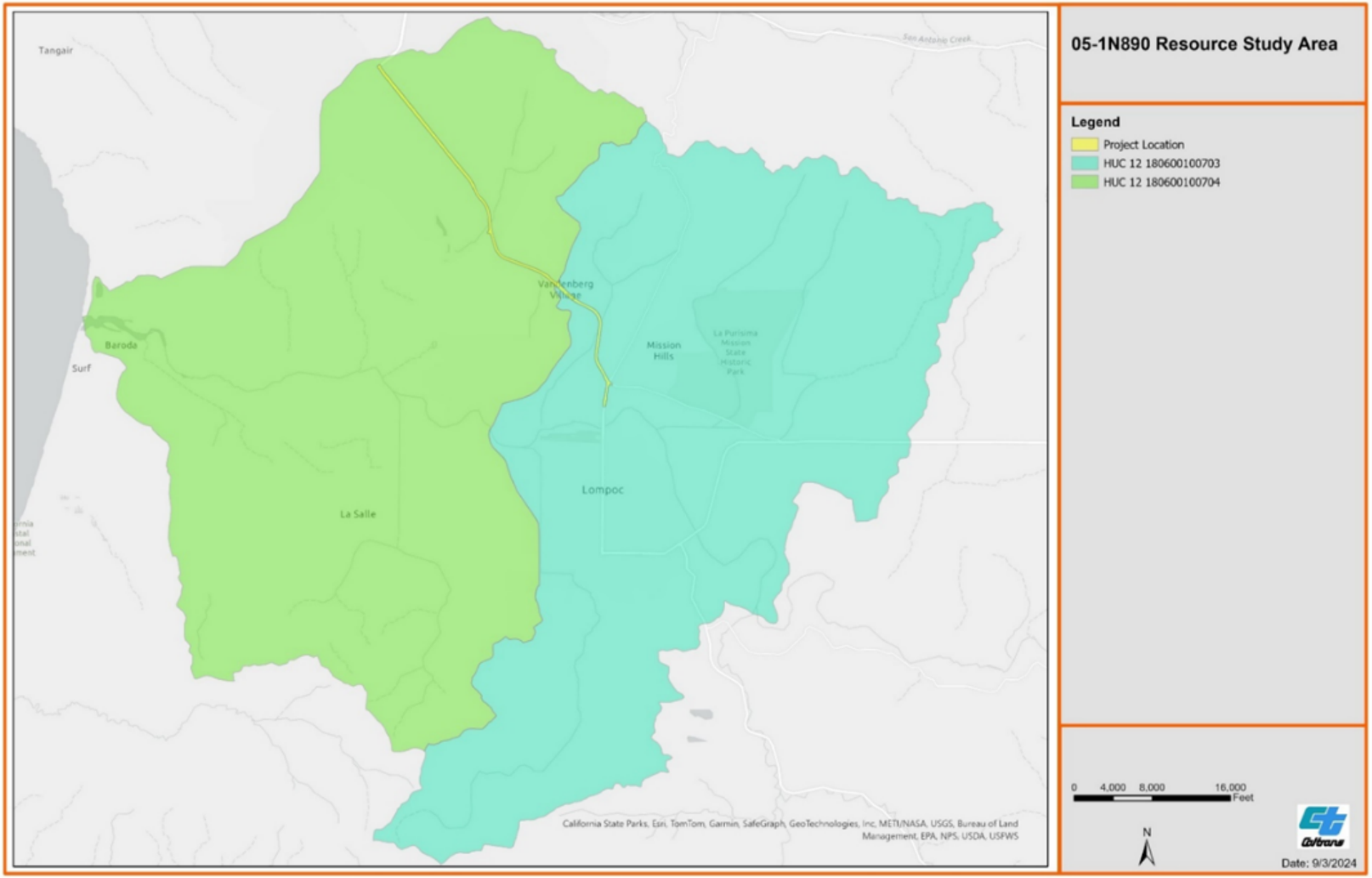
Cumulative Impacts

The Governor’s Office of Land Use Planning and Research defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. A cumulative impact analysis should focus on

resources significantly impacted by the project, or on resources in poor or declining health or at risk even if project impacts are less than significant. For the purposes of this project, one resource, jurisdictional waters and riparian habitat, was identified to have poor or declining health as a result of compounding impacts.

For cumulative impact analyses, the Resource Study Area (RSA) was defined using the Santa Lucia Canyon-Santa Ynez River watershed, and the San Miguelito Creek-Santa Ynez River watershed. All foreseeable projects within the Resource Study Areas were analyzed for potential impacts to jurisdictional areas to assess any cumulative impacts that may occur due to the proposed project. The Resource Study Area are depicted in figure 1-2 below.

Figure 1-2 Watershed Resource Study Area



Jurisdictional Waters and Riparian Habitat

The Resource Study Area under consideration for U.S. Army Corps of Engineers/Regional Water Quality Control Board/California Department of Fish and Wildlife Jurisdictional Areas is the Santa Lucia Canyon-Santa Ynez River watershed and San Miguelito Creek-Santa Ynez River watershed. San Miguelito Creek-Santa Ynez River Watershed (HUC 12 180600100703) spans 33,120 acres with an estimated stream length of nine miles. The Santa Lucia Canyon-Santa Ynez River Watershed (180600100704) spans 36,398 acres and contains two water bodies, the lower Santa Ynez River that feeds into the Pacific Ocean, and Sloans Canyon Creek. San Miguelito Creek is impaired by acidity, bacteria and microbes, low oxygen, as well as numerous toxic chemicals such as nitrates and ammonia that exceed regulatory levels. These impairments can be largely attributed to discharges of treated wastewater from municipal and regional wastewater facilities, as well as discharges from irrigated agricultural lands, and livestock and cattle-grazing operations. Impairments in the Santa Lucia Canyon-Santa Ynez River Watershed include acidity, ammonia, and turbidity.

The jurisdictional feature within the project's area of potential impacts is not known to directly connect with any of the above-mentioned receiving water bodies, as it is characterized by surface water flow within an upland habitat. Riparian habitat associated with the jurisdictional feature includes Coyote Brush Scrub and Coast Live Oak Woodland, which may be temporarily impacted due to construction activity. With the implementation of a Stormwater Pollution Prevention Program and the avoidance and minimization measures listed in Section 2.1.4 Biological Resources, project impacts to jurisdictional waters and riparian habitat would be less than significant.

Four past, present, and reasonably foreseeable projects within the Resource Study Area were identified that may contribute to direct or indirect cumulative impacts to existing jurisdictional waters and riparian habitat. Of the identified projects, the Santa Barbara County Recreation Master Plan is within an early planning phase, and detailed information regarding impacts is not yet available. The other three projects have the potential to result in impacts to jurisdictional resources; however available sources suggest that avoidance, minimization, and/or mitigation measures were made a condition of their approval which would be implemented to the extent feasible.

Table 2-3 Summary of Overall Cumulative Impacts

Resource	Would the Proposed Project Contribute to an Existing Adverse Cumulative Impact?	Would the Proposed Project's Contribution Be Considerable?	Considerations for Identifying Cumulative Impacts and the Proposed Project's Contribution
Jurisdictional Waters and Riparian Habitat	Yes	No	The causes of temporary, permanent, and degradation impacts on jurisdictional waters and riparian habitat are presented in Section 2.1.4, Biological Resources. Estimates of permanent and temporary and permanent impacts to jurisdictional waters and riparian habitat are included in table 1-2. Avoidance, minimization, and/or mitigation measures for jurisdictional riparian habitat can also be found in this section. With the implementation of these measures, the project's impact on jurisdictional features would be considered less than significant, and the project would not considerably contribute to cumulative impacts within the Resource Study Area.

Human Environment

Aesthetics

The project would result in visual changes that would be visible to both travelers and local neighbors within the project limits. Because of the predominately rural nature of the corridor, changes resulting from project activities such as Eucalyptus tree removal, lane widening, guardrail installation, and sign replacements could create an increase in urban character. However, the implementation of aesthetic treatments to visible project elements would serve to increase compatibility with the natural and rural setting of the project area. Avoidance and minimization measures are incorporated into the project to minimize its impact on the aesthetic environment.

Air Quality

The project would cause a temporary increase in air emissions and fugitive dust during the construction period. Because the project would not add additional lanes or capacity to the highway, there would be no difference in

long-term air quality or emissions. Although the project proposes only minor earthwork or other emissions generating activities, temporary construction impacts related to emissions or fugitive dust would be minimized to a level of less than significant with the application of standard emissions minimization practices and avoidance measures.

Geology and Soils

The project would not directly or indirectly cause potential substantial adverse effects due to geologic, seismic, or soil conditions. The project would be designed and constructed in accordance with the Highway Design Manual and the project area's specific geologic context. Due to the surficial depth of earthwork, the project is also not anticipated to disturb sensitive paleontological units.

Greenhouse Gas Emissions

The project would not increase the operational capacity of State Route 1 throughout the project area or induce additional Vehicle Miles Traveled (VMT). No additional long-term operational emissions are anticipated to result from this project. The project would result in a temporary increase of construction emissions; however, the implementation of avoidance and minimization measures and Caltrans Standard Specifications would reduce temporary construction emission to a less than significant level.

Hazardous Waste

The project would include Caltrans standard measures for hazardous waste testing and monitoring to protect the public from hazards that could arise from project construction activities. The three hazardous waste sites mapped within the project limits are not anticipated to extend into areas where ground disturbance would occur, and therefore, no hazardous waste would be encountered. The project is not anticipated to result in significant impacts on public health due to hazardous waste.

Noise

The project is not anticipated to result in permanent increases to existing noise levels, and noise levels would remain the same as they were before the project. Short term increases in noise as a result of construction activity is inevitable, but per Caltrans policy, construction noise levels would not exceed 86-A-weighted decibel at 50-feet from the source. Because the existing baseline conditions are heavily influenced by traffic noise and because construction would be performed in accordance with Caltrans noise specifications, no adverse noise impacts are anticipated.

Hydrology and Water Quality

The project is located within the Santa Ynez Hydrologic Unit, the Lompoc Hydrologic Area, and undefined Hydrologic Sub-Area (HAS #314.10). The receiving water bodies within the project limits include the Pacific Ocean at

Ocean Beach, San Miguelito Creek, Santa Ynez River, and Sloans Canyon Creek. These receiving water bodies are impaired with various pollutants listed under Section 303(d) of the Clean Water Act. Pollutant sources include discharges of treated wastewater from municipal and regional wastewater facilities, the Lompoc City landfill, and discharges from irrigated agricultural lands, and livestock and cattle-grazing operations. Further details regarding these water bodies are described in Section 2.1.10, Hydrology and Water Quality.

The project would result in temporary impacts associated with increases in sediment-laden water that may be generated during construction. By implementing best management practices for stormwater management such as a Water Pollution Control Program and National Pollutant Discharge Elimination System Permit conditions, short term impacts to water quality would be reduced to a level of less than significant. Long-term or permanent impacts to water quality are not anticipated, and the three culvert repairs would benefit drainage and storm water quality due to reduced sediment discharge post-repair.

Transportation

The project would not change the function or capacity of the highway throughout the project limits, and no novel design or geometric features are proposed which could result in roadway hazards. While construction may result in temporary lane closures and slower traffic flow, public access to State Route 1 and adjacent facilities will be maintained during the construction process. A Transportation Management Plan will be created to ensure safety and reduce traffic congestion. Therefore, the project is not anticipated to result in transportation related impacts.

Avoidance, Minimization, and/or Mitigation Measures

No further avoidance, minimization, and/or mitigation measures beyond those listed in the preceding sections of this document, as well as in Appendix B, Avoidance, Minimization, and/or Mitigation Summary, will be required.

Chapter 3 Coordination

Caltrans encourages public participation during the project planning process so that community members who may be affected by agency project activities may provide their feedback, questions, and concerns. Caltrans' team of interdisciplinary specialists incorporates agency and community feedback into the project development process.

Agency coordination, tribal involvement, and public participation have been handled by the Caltrans Project Development Team, which includes environmental specialists, transportation engineers, transportation planners, and the Caltrans District 5 Public Information Office. Coordination and engagement were accomplished with methods such as in-person meetings, public notices, digital communications, and Caltrans website updates.

This chapter summarizes Caltrans' efforts to identify, address, and resolve project related issues through early and ongoing engagement.

3.1 Biological Resources Coordination

3.1.1 U.S. Fish and Wildlife Service and National Oceanic Atmospheric Administration

- February 8, 2022: The Caltrans Project Biologist submitted online requests through the U.S. Fish and Wildlife Service Information for Planning and Consultation website and via email to National Marine Fisheries Service for species lists for the project areas. The official U.S. Fish and Wildlife Service and National Oceanic Atmospheric Administration/ National Marine Fisheries Service species lists were received that day.

- October 14, 2022: The Caltrans Project Biologist submitted online requests through the U.S. Fish and Wildlife Service Information for Planning and Consultation website and via email to National Marine Fisheries Service for updated species lists for the project areas. The official U.S. Fish and Wildlife Service and National Oceanic Atmospheric Administration/ National Marine Fisheries Service species lists were received that day.

- August 1, 2024: The Caltrans Project Biologist submitted online requests through the U.S. Fish and Wildlife Service Information for Planning and Consultation website and via email to National Marine Fisheries Service for updated species lists for the project areas. The official U.S. Fish and Wildlife Service and National Oceanic Atmospheric

Administration/National Marine Fisheries Service species lists were received that day.

3.1.2 California Department of Fish and Wildlife

Caltrans Environmental staff will coordinate with the California Department of Fish and Wildlife starting with their review of this document. California Department of Fish and Wildlife will review this document to ensure that biological avoidance, minimization, and/or mitigation measures are consistent with best available data and protection protocol for special-status plant and animal species. Additional coordination will take place between Caltrans Biologists and California Department of Fish and Wildlife in the project's design phase in support of obtaining the Lake and Streambed Alteration Agreement.

3.2 Cultural Resources and Native American Coordination

This project qualifies as a screened undertaking due to the project's avoidance of cultural resources as stipulated by the Programmatic Agreement between the Federal Highway Administration, the Advisory Council on Historic Preservation, and the California Department of Transportation. The agreement defines a screened undertaking as one that can be exempt from further Section 106 review by following various background research or review methods by a qualified archaeologist.

Because no prehistoric cultural resources are located within the project limits, Caltrans cultural resource staff anticipated that there would be minimal interest in the project from the local Native American community. Despite the project's minimal potential for impacts to cultural resources, the following Native American groups received consultation initiation letters as mandated by Assembly Bill 52 and the California Environmental Quality Act:

- The Chumash Council of Bakersfield
- The Coastal Band of the Chumash Nation
- The Northern Chumash Tribal Council
- Santa Ynez Band of Chumash Indians

None of the above-mentioned tribal groups have requested to monitor the project during construction. Caltrans cultural resource staff will continue to coordinate with interested tribes as necessary throughout the lifespan of the project.

3.3 Community and Stakeholder Coordination

The summaries provided below outline Caltrans' meetings between project stakeholders and community members.

- 7/22/2024: Caltrans staff met with the City of Lompoc to discuss Caltrans three projects within the Lompoc area including the Vandenberg CAPM (05-1N890), Robinson Bridge (05-1M360), and the Lompoc Multi-modal Improvements Project (05-1Q000). Team members discussed the respective project schedules and potential meeting locations for future community outreach events.

- 1/9/2025: Caltrans facilitated a hybrid (in-person and virtual) event to discuss future improvements on State Route 1. Partners in attendance included but were not limited to: Vandenberg Space Force Base Staff, Santa Barbara County Association of Governments (SBCAG) representatives, Santa Barabara County staff, City of Lompoc staff, City of Santa Maria staff, California Highway Patrol, Lompoc Federal Prison staff. The purpose of the meeting was to discuss improvements at the intersection of Santa Lucia Canyon Road and State Route 1, which intersects with this project.

- 2/12/2025: Caltrans provided a planning update to Santa Barbara County Association of Governments regarding the traffic safety investigation at Santa Lucia Canyon Road and state Route 1 and proposed short- and long-term improvements.

- 3/12/2025: Caltrans presented the traffic safety investigation results and proposed short- and long-term improvements at Santa Lucia Canyon Road to the community at Cabrillo High School. Various stakeholders including County Supervisor Nelson, Lompoc City Mayor, Vandenberg Space Force Base (VSFB) staff, and KSBY Central Coast staff.

3.4 Special Interest Groups

In addition to the approximately 200 letters sent to project-adjacent homeowners, property owners, and residents, Caltrans Environmental Staff notified the following special interest groups or organizations about the preparation of this document:

- The Land Trust for Santa Barbara County

- MOVE: Santa Barbara County

- REACH: Santa Barbara County

- SBCAG: Santa Barbara County Association of Governments

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
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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"

Appendix B Avoidance, Minimization, and/or Mitigation Summary

To ensure that the measures outlined in this document are performed at the proper times, the following measures outlines below would be implemented as part of the project's Environmental Commitments Record. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. Prior to project construction, all regulatory permits and consultation would be obtained by Caltrans Environmental staff. During construction, Environmental and Construction/Engineering staff will ensure that the commitments contained in this Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. The Environmental Commitments Record is a draft, and some fields will be updated as they are completed and the project progresses.

2.1.1 Aesthetics

AES-1: Preserve existing vegetation to the maximum extent feasible. Prescriptive clearing and grubbing and grading techniques which save the most existing vegetation possible should be employed.

AES-2: Revegetation shall include aesthetic considerations as well as the inherent biological goals as determined by the Caltrans Biologist and Caltrans District 5 Landscape Architect.

AES-3: Visible concrete drainage elements should be colored to blend with the surroundings and reduce reflectivity. The specific treatment of these concrete elements shall be determined by Caltrans District 5 Landscape Architecture.

AES-4: Following construction, staging areas and other temporary uses would be re-graded and re-contoured as necessary to match the surrounding pre-project topography.

AES-5: If vegetation control under guardrail is necessary, the color shall be determined and approved by Caltrans District 5 Landscape Architecture.

2.1.4 Biology

Avoidance, Minimization, and/or Mitigation Measures

Compensatory mitigation will be required for temporary and permanent impacts to jurisdictional resources including Wetlands, Waters, and Other

Riparian Areas. Avoidance and minimization measures would be required to prevent impacts to Special-Status or Sensitive Plant and Animal Species.

Special-Status Plant Species, Natural Communities, and Regional Habitats of Concern

In addition to the measures below, the avoidance and minimization measures outlined for jurisdictional waters and critical habitat will also protect special-status plant species.

BIO-1: All areas containing any listed plant species shall be delineated on the project's plan sheets as Environmentally Sensitive Areas (ESAs). These areas shall be marked with highly visible construction fencing and will be off limits to construction equipment and personnel.

BIO-2: If an unexpected state or federally listed plant species cannot be avoided, agency coordination shall be initiated.

BIO-3: To avoid impacts to any vegetation, all staging and equipment and storage areas shall occur in existing pullouts or at paved locations that have been cleared by a Caltrans biologist.

BIO-4: Pre-construction surveys shall be conducted by a qualified biologist prior to any ground disturbing activities to confirm the presence or absence of special-status plant species.

BIO-5: Native, non-ornamental trees removed that have a Diameter at Breast Height (DBH) of greater than six inches may be replanted, as required, at a one-to-one or 3:1 ratio to mitigate for visual resources and biological resource related habitat loss. Additionally, temporary impacts to sensitive natural communities would be mitigated at a 1:1 ratio.

Wetlands, Waters, and Other Riparian Areas Avoidance, Minimization and Mitigation Measures

The proposed project will impact potential U.S. Army Corps of Engineers jurisdictional other waters, U.S. Army Corps of Engineers jurisdictional wetlands, and Regional Water Quality Control Board/California Department of Fish and Wildlife jurisdictional areas within the Area of Potential Impacts. A variety of avoidance and minimization measures will be implemented to reduce the potential impacts to these jurisdictional areas resulting from the project.

BIO-6: Prior to construction, Caltrans shall obtain a Section 404 Nationwide Permit from U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife. All permit terms and conditions will be incorporated and implemented.

BIO-7: Prior to construction, Caltrans shall prepare a Mitigation and Monitoring Plan (MMP) to mitigate impacts to vegetation and natural habitats. The MMP shall be consistent with federal and state regulatory permit conditions, as required. Caltrans shall implement the MMP as necessary during construction and immediately following project completion.

BIO-8: Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing shall be installed around jurisdictional waters and the dripline of trees to be protected within the project limits. Caltrans-defined Environmentally Sensitive Areas shall be noted on design plans and delineated in the field prior to the start of construction activities.

BIO-9: During construction, all project-related hazardous materials spills within the project site shall be cleaned up immediately. Readily accessible spill prevention and cleanup materials shall be kept by the contractor on-site at all times during construction.

BIO-10: During construction, erosion control measures shall be implemented. Silt fencing, fiber rolls, and barriers shall be installed as needed between the project site and jurisdictional other waters. At a minimum, erosion controls shall be maintained by the contractor on a daily basis throughout the construction period.

BIO-11: During construction, the staging areas shall conform to Best Management Practices (BMPs) applicable to attaining zero discharge of stormwater runoff. At a minimum, all equipment and vehicles shall be checked and maintained by the contractor on a daily basis to ensure proper operation and avoid potential leaks or spills.

BIO-12: Stream contours shall be restored as close as possible to their original condition.

BIO-13: Work within jurisdictional waters will only occur between June 1 and October 31.

California Red-legged Frog Avoidance and Minimization Measures:

Impacts to California Red-legged Frog will be avoided during project activities with the implementation of the following measures. No compensatory mitigation for California Red-legged Frog is proposed.

BIO-14: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

BIO-15: If a California Red-legged Frog is found, work activities shall cease immediately within 100-feet of the California Red-legged Frog and agency consultation with the U.S. Fish and Wildlife Service shall be initiated.

BIO-16: Before work activity begins, a qualified biologist will provide training to all field personnel. At a minimum, the training will include a description of the California Red-legged Frog and its habitat, the specific measures that are being implemented to conserve the species, and boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is ready to answer any questions.

Western Spadefoot Toad Avoidance and Minimization Measures

Due to proximity to suitable Western Spadefoot Toad upland refugia habitat, the following avoidance measures will be implemented to protect the species:

BIO-17: If a Western Spadefoot Toad is observed within 100-feet of the Area of Potential Impacts during construction, all work must be immediately ceased within 100-feet of the Western Spadefoot Toad and U.S. Fish and Wildlife Service and Caltrans will be contacted within 48 hours. Caltrans will then reinitiate Federal Endangered Species Act Section 7 formal consultation with U.S. Fish and Wildlife Service for Western Spadefoot Toad and implement additional avoidance and minimization measures as necessary.

BIO-18: Before work activity begins, a qualified biologist will provide training to all field personnel. At a minimum, the training will include a description of the Western Spadefoot Toad and its habitat, the specific measures that are being implemented to conserve the species, and boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

Coast Horned Lizard and Northern California Legless Lizard Avoidance and Minimization Measures

The project is not anticipated to result in impacts to Coast Horned Lizard or Northern California Legless Lizard, and no compensatory mitigation is required. The following avoidance and minimization measures will be implemented:

BIO-19: Prior to construction, a qualified biologist will survey the Area of Potential Impact and, if present, capture and relocate any Northern California Legless Lizards and Coast Horned Lizards to the nearest suitable habitat outside of the Area of Potential Impact.

BIO-20: A qualified biologist will be present during any tree removal or initial ground and vegetation disturbing activities to safely relocate any Northern California Legless Lizards that could be uncovered during the activities.

BIO-21: The project plans will delineate Environmentally Sensitive Areas to minimize impacts to sensitive area and species by limiting access to the minimum required for construction within the Area of Potential Impact.

BIO-22: Observations of Species of Special Concern or other special-status species will be documented on California Natural Diversity Database forms and submitted to California Department of Fish and Wildlife upon project completion.

Southwestern Pond Turtle Avoidance and Minimization Measures

BIO-23: Before work activity begins, a qualified biologist will provide training to all field personnel. At a minimum, the training will include a description of the Southwestern Pond Turtle and its habitat, the specific measures that are being implemented to conserve the species, and boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

Townsend's Big-Eared bat, and other Roosting Bat species Avoidance and Minimization Measures

Since there are no impacts anticipated for these species, no compensatory mitigation is required. The following avoidance and minimization measures will be implemented for Hoary Bat, Townsend's Big-Eared Bat, Yuma Myotis, and other roosting bat species:

BIO-24: Prior to construction, vegetation removal shall be scheduled to occur from September 12 to January 31 outside of the typical maternity roosting season, if possible, to avoid potential impacts to roosting bats. If tree removal or other construction activities are proposed to occur within 100-feet of potential habitat during the maternity season (February 1 to September 1), a roosting bat survey shall be conducted by a biologist who is determined to be qualified by Caltrans within fourteen days prior to construction. If an active roost is found, a qualified Caltrans biologist will determine an appropriate buffer based on the habits and needs of the species. The buffer area shall be avoided until a qualified biologist has determined that roosting activity has ceased.

BIO-25: During construction, active roosts shall not be disturbed or destroyed. Readily visible exclusion zones where roosts must be avoided shall be established by a qualified biologist using Environmentally Sensitive Area fencing. The size/radius of the exclusion zone(s) shall be determined by a qualified biologist.

BIO-26: If bats are found by a qualified biologist to be maternity roosting, active bat maternity roosts shall not be disturbed until pups are volant (capable of flight).

Nesting Birds Avoidance and Minimization Measures

BIO-27: Prior to construction, vegetation removal shall be scheduled to occur from October 1 to January 31 outside of the typical nesting bird season, if possible, to avoid potential impacts to nesting birds. If tree removal or disturbance of potential habitat occurs during the nesting season (February 1 to September 30), a nesting bird survey must be conducted by a biologist determined qualified by Caltrans no more than three days prior to construction. If an active nest is found, Caltrans will coordinate with California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species. The buffer area will be avoided until a qualified biologist has determined that juveniles have fledged.

BIO-28: During construction, active bird nests will not be disturbed and eggs or young birds covered by the Migratory Bird Treaty Act and California Fish and Game code will not be killed, destroyed, injured, or harassed at any time. Readily visible exclusions zones where nests must be avoided within 100-feet of disturbance must be established by a qualified biologist using Environmentally Sensitive Area fencing. Work in exclusion zones must be avoided until young birds have fledged or the qualified biologist has determined that nesting activity has otherwise ceased.

BIO-29: All clearing/grubbing and vegetation removal must be monitored and documented by the biological monitor(s) regardless of time of year.

BIO-30: Trees to be removed must be noted on design plans. Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing will be installed around the dripline of trees to be protected within project limits.

American Badger Avoidance and Minimization Measures

BIO-31: Before work activity begins, a qualified biologist will provide training to all field personnel. At a minimum, the training will include a description of the American Badger and its habitat, the specific measures that are being implemented to conserve the species, and boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.

BIO-32: During project activities, all trash that may attract predators or scavengers shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

BIO-33: No less than 14 days and no more than 30 days prior to any construction activities or any project activity likely to impact the American Badger, a preconstruction survey shall be conducted. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, shall be monitored for three days to determine the

current use. If American Badger activity is observed during this period, the den shall be monitored for at least five consecutive days from the time of observation to allow any resident animal to move to another den during its normal activity.

BIO-34: No canine or feline pets or firearms (except for law enforcement officers and security personnel) shall be permitted on construction sites in order to avoid harassment, killing, or injuring American Badger.

BIO-35: Maintenance and construction excavations greater than two-feet deep shall be covered (i.e., with plywood, sturdy plastic, steel plates, or equivalent), filled in at the end of each working day, or have earthen escape ramps no greater than 200-feet apart to prevent trapping American Badger or other wildlife.

BIO-36: All construction pipes, culverts, or similar structures with a diameter of three inches or greater stored in the construction site overnight will be thoroughly inspected for American Badgers prior to being buried, capped, or otherwise used or moved. If an American Badger is discovered inside a pipe, the pipe should not be moved until U.S. Fish and Wildlife Service has been consulted. If the American Badger is in direct harm's way, the pipe may be moved to a safe location one time under the direct supervision of a qualified biologist.

Invasive Plant Species Avoidance and Minimization Measures

BIO-37: During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible.

BIO-38: Only clean fill shall be imported. When practicable, invasive exotic plants in the project site shall be removed and properly disposed. All invasive vegetation removed from the construction site shall be taken to a landfill to prevent the spread of invasive species. If soil from weedy areas must be removed off-site, the top six inches containing the seed layer in areas with weedy species shall be disposed of at a landfill. Inclusion of any species that occurs on the California Invasive Plant Council Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project shall be avoided.

BIO-39: To minimize the introduction of invasive plant species, all vehicles, machinery, and equipment shall be in a clean and soil free condition before entering the project limits. Construction equipment shall be certified as "weed-free" by Caltrans before entering the construction site.

2.1.8 Greenhouse Gas Emissions

GHG-1: Limit idling for delivery and dump trucks and other diesel-powered equipment when not in active operation to the extent feasible.

GHG-2: For improved fuel efficiency from construction equipment:

a. Maintain equipment in proper tune and working condition.

b. Use right sized equipment for the job as determined by the project contractor.

GHG-3: Use recycled water or reduce consumption of potable water for construction.

GHG-4: Specify Long-Life Pavement. Minimize life-cycle costs by designing long-lasting pavement structures. Consider future climate conditions in decisions.

2.1.12 Noise

NOI-1: Notify the public in advance of the construction schedule when construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. This notice shall be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office posts notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.

NOI-2: Shield loud pieces of stationary construction equipment if complaints are received;

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

NOI-3: If nighttime work occurs, then a Noise Control Plan (NCP) will be implemented to ensure construction activities do not exceed standard during construction.

Appendix C List of Preparers

Damaris Wyatt G.I.T., Engineering Geologist, Hazardous Waste and Paleontology Specialist M.S. Geosciences, The Pennsylvania State University, B.S. Earth Science-Geology, University of California, Santa Barbara 3 years of geoprofessional experience in California and Connecticut. Contribution: Supplemental Initial Site Assessment, Paleontological Investigation Report.

Erin Henry, Environmental Scientist - Environmental Generalist/Environmental Scientist. B.A. in Anthropology and Environmental Development, California State University Chico; 2 years of experience in cultural resource management and 1 year experience in environmental planning. Contribution: Preparation of environmental document.

Hannah Ehrlich, Environmental Scientist - Archaeology, PQS Co-Principal Investigator Prehistoric Archaeology B.S., Anthropology and Geography, California Polytechnic University San Luis Obispo. 7 years of experience in cultural resource management. Contribution: Preparation of archaeological technical studies and tribal coordination.

Haley Aumiller, Environmental Scientist - Air, Noise, Water Quality Specialist, M.S. Environmental Systems Science, Environmental and Natural Resources, University of Iceland, Reykjavik; 6 years professional environmental analysis experience. Contribution: Air, Noise, and Water Quality technical report.

Jake Minnick, Landscape Architect. Bachelor of Landscape Architecture, California Polytechnic State University, San Luis Obispo. 10 years Landscape Architecture experience. Contribution: Landscape Recommendation.

Kristen Langager, Landscape Architect. Bachelor of Science, Landscape Architecture, California Polytechnic State University, San Luis Obispo; 19 years Landscape Architecture experience, 5 years Visual Technical Specialist, Contribution: Visual Impact Assessment.

Lucas Marsalek, Associate Environmental Planner. B.S., Forestry and Natural Resource Management, California Polytechnic State University, San Luis Obispo; 14 years of environmental planning experience. Contribution: Reviewer of environmental document.

Shelby Sanchez. Environmental Scientist – Project Biologist. B.S. in Animal Science and Biology, California Polytechnic State University, San Luis Obispo. 10 years of experience in biological and environmental management/planning. Contribution: Preparation of biological technical studies and Natural Environment Study.

Sonia M. Miller. Environmental Scientist (Specialist) – Architecture History, PQS Principal Architectural Historian. BS Anthropology with Archeology at University of East London (UEL), UK; AS Architecture, MA Art History and Visual Studies (Architecture), and MUP Urban and City Planning from San Jose State University (SJSU). Nine years of experience in Cultural Resources Management. Contribution: Built Environment Technical Studies.

Wayne Vogler. Environmental Scientist – Aquatic Resource Biologist. Bachelor of Science, Biological Science with a Concentration in Ecology and Environmental Science, University of California, Irvine. 30 years natural resource survey, assessment, and permitting; 28 years aquatic jurisdiction delineation, permitting, and restoration. Contribution: Preparation of aquatic jurisdiction technical studies.

List of Technical Studies Bound Separately (Volume 2)

- Air, Noise, and Water Quality technical report
- Hydrology: Location Hydraulic Study
- Biology: Natural Environment Study (NES), Jurisdictional Delineation Report
- Climate Change: Greenhouse Gas/ Climate Change Report
- Cultural Resources: Screened Undertaking/Programmatic Agreement Memo
- Hazardous Waste: Initial Site Assessment
- Paleontology: joint Paleontological Identification Report/ Paleontological Evaluation Report
- Aesthetics: 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, CA, 93401

Or send your request via email to: Lucas.marsalek@dot.ca.gov

Or call: (805) 458-5408

Please provide the following information in your request:

Project title: Vandenberg Village Route 1 Pavement Preservation Project
General location information: State Route 1 between 0.3 miles south of Purisima Road and Vandenberg Space Force Base main gate.
District number-county code-route-post mile: SB-001-R23.000/29.891
Project ID number: 0521000138