

California Street Northbound Off-Ramp Relocation Project

VENTURA, CALIFORNIA
DISTRICT 7–VEN–101 (PM 30.1)
EA 210700/0700021251

Initial Study with Proposed Negative Declaration/Environmental Assessment



**Prepared by the
City of Ventura, in coordination with the State of California, Department of
Transportation**

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.



June 2026

GENERAL INFORMATION ABOUT THIS DOCUMENT

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study/Environmental Assessment (IS/EA), which examines the potential environmental impacts of the alternatives being considered for the project in the City of Ventura (City/Ventura). Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document. Additional copies of this document and the related technical studies are available for review at City Hall at 501 Poli Street, Ventura, CA 93002. This document may be downloaded at the following website: <https://www.cityofventura.ca.gov/2053/Enviromntl-Docs-Local-Coastal-Program-Am>
- Attend the public hearing on July 27, 2026.
- We'd like to hear what you think. If you have any comments about the project, please attend the public hearing and/or send your written comments via postal mail or email to Caltrans by the deadline.
- Send comments via postal mail to:
Susan Tse Koo, Caltrans District 7
100 South Main Street MS16A
Los Angeles, CA 90012
- Send comments via email to: susan.tse@dot.ca.gov
- Be sure to send comments by the deadline: August 10, 2026

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the FHWA, and in cooperation with the City, may (1) give environmental approval to the project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans and/or the City could design and construct all or part of the project.

Alternative Formats:

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 call or write to Caltrans District 7, Attn: Garrett Damrath, 100 South Main Street, Los Angeles, CA 90012; (213) 897-9116 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

SCH# _____
07-VEN-101-PM 30.1
EA 210700

Relocate the existing northbound United States Highway 101 off-ramp at California Street in the City of Ventura, Ventura County, California with a new off-ramp that would pass beneath the California Street Overcrossing and loop to intersect with Thompson Boulevard at Oak Street where a northbound on-ramp currently exists. Replace the California Street Overcrossing.

Initial Study with Proposed Negative Declaration/Environmental Assessment

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation
and
City of Ventura
Cooperating Agencies: California Coastal Commission

Kelly Ewing-Toledo

Kelly Ewing-Toledo
Deputy District Director
Division of Environmental Planning, Division 7
California Department of Transportation
NEPA and CEQA Lead Agency

04/30/2026

Date

The following persons may be contacted for more information about this document:

Susan Tse Koo
Senior Environmental Scientist
Caltrans District 7
Division of Environmental Planning
100 South Main Street, Suite 100
Los Angeles, CA 90012
Email: susan.tse@dot.ca.gov

Jeff Hereford
Principal Transportation Engineer
City of Ventura
501 Poli Street
Ventura, CA 93002
Email: jhereford@cityofventura.ca.gov
Phone: (805) 654-7774

PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Ventura (City/Ventura) in coordination with the California Department of Transportation (Caltrans) District 7, proposes to relocate the existing United States (U.S.) Route 101 (US-101) northbound (NB) off-ramp at California Street to Oak Street, and to replace/extend the California Street Overcrossing in Ventura, Ventura County, California (project). The existing US-101/California Street off-ramp is near the west end of the Ventura city limits at Post Mile (PM) 30.1, approximately 0.6 mile east of State Route 33 (SR-33) and 0.4 mile west of San Jon Road, near the Ventura County Fairgrounds.

California Street provides access to the City's downtown business district and leads to City Hall, north of US-101. South of US-101, California Street terminates at Harbor Boulevard, which provides access to the Ventura County Fairgrounds, Amtrak station, Ventura Promenade, Ventura Pier, and the oceanfront. California Street is one of only two roadways in Ventura that provides direct access for vehicles, pedestrians, and bicycles between the downtown business district and the oceanfront; the other roadway providing direct access is Figueroa Street, approximately 0.25 mile west of California Street.

The configuration of the California Street off-ramp is unconventional, and the current configuration contributes to traffic congestion and delays. The existing off-ramp consists of an approximate 1,000-foot-long single lane ramp from the freeway mainline that terminates at a T-intersection at California Street, approximately 75 feet south of Thompson Boulevard. At the T-intersection, NB California Street movements are stop-controlled, while southbound (SB) California Street and the NB off-ramp movements are not stop-controlled. Due to the proximity between the T-intersection and Thompson Boulevard, NB vehicles at Thompson Boulevard queue past the off-ramp intersection, causing a backup for traffic moving NB on California Street as well as traffic coming from the off-ramp.

The project would include relocation of the NB off-ramp to intersect with Oak Street and terminate at the Oak Street/Thompson Boulevard intersection. The California Street Overcrossing would be replaced to accommodate the NB off-ramp relocation. The new overcrossing would be lengthened to extend over the new NB off-ramp location.

Draft Determination

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

The City has prepared an Initial Study (IS) for this project, and pending public review, expects to determine from this study that the project would not have a significant effect on the environment for the following reasons.

- The project would have no impact on agriculture and forestry resources, land

use/planning, mineral resources, population/housing, and recreation.

- The project would have a less than significant impact on aesthetics, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, noise, public services, transportation/traffic, Tribal cultural resources, utilities/service systems, and wildfire.

Kelly Ewing-Toledo, Deputy District Director
Caltrans District 7

4/30/2026
Date

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Chapter 1 Proposed Project

1.1 INTRODUCTION

NEPA Assignment

Since 2007, California Department of Transportation (Caltrans) District 7 has performed federal responsibilities for environmental decisions and approvals under National Environmental Policy Act (NEPA) for highway projects in California that are funded or otherwise approved by Federal Highway Administration (FHWA). These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

1.2 PURPOSE AND NEED

1.2.1 Purpose

The purpose of the project is to:

- Relieve traffic congestion at the Northbound (NB) United States Route 101 (US-101)/California Street off-ramp and the California Street/ Thompson Boulevard intersection and improve traffic flow;
- Improve bicycle and pedestrian access and circulation between the downtown business district and the oceanfront;
- Eliminate the structural deficiencies of the California Street overcrossing; and
- Improve the link connecting the downtown business district with the oceanfront area.

1.2.2 Need

The need for the project is to address:

- Existing congestion at the NB off-ramp and California Street,
- The lack of pedestrian and bicycle access on the east side of California Street, and
- The lack of vehicular storage on the off-ramp.

Congestion exists at the NB California Street off-ramp terminus, California Street and Thompson Boulevard. The congestion that originates at the existing off-ramp also affects circulation through the City's downtown business district, resulting in through-traffic congestion on segments of California Street that provide parallel and diagonal parking adjacent to commercial businesses. The City's Downtown Specific Plan identifies four "catalytic projects," which are visionary projects to begin the re-establishment of the downtown area by improving access and drawing more visitors. The California Street off-ramp relocation project is identified as Catalytic Project #4 in the Downtown Specific Plan; which notes the project would improve access to the downtown area, eliminate current

congestion and confusion at the California Street/Thompson Boulevard intersection, and provide improved pedestrian access along California Street to Harbor Boulevard and the waterfront.

California Street is a primary pedestrian and bicycle route between the City's downtown business district and the oceanfront. Because traffic is free-flowing from the existing NB off-ramp on to California Street, the east sidewalk on California Street has been closed to prohibit pedestrians from crossing free-flowing traffic. The sidewalk closure has resulted in an impeded flow of pedestrians and bicycles between the City's downtown area and the oceanfront.

1.2.3 Independent Utility and Logical Termini

Title 23 Code of Federal Regulations (CFR) 771.111(f) requires that a project connect logical termini and be of sufficient length to address environmental matters on a broad scope. Logical termini for project development are defined by the FHWA as the rational endpoints for a transportation improvement and for the review of the environmental impacts. A project must also demonstrate independent utility. Independent utility means that the project would be functional even if no additional transportation improvements were made. Finally, 23 CFR 771.111(f) requires that implementation of a project must not restrict future consideration of alternatives for other reasonably foreseeable transportation improvements.

The project includes the logical termini required to achieve the project purpose and need, and to enable sufficient analysis of potential environmental impacts. The end points for the project are from California Street to Oak Street encompassing the area of direct impact (ADI) for the proposed off-ramp relocation, proposed improvements, and associated utility work.

The project would address the purpose and need without requiring any future improvements; therefore, the project has independent utility. Implementation of the project would not restrict the consideration of alternatives for any other reasonably foreseeable transportation improvements.

1.3 PROJECT DESCRIPTION

The City and Caltrans propose to relocate the existing (NB) US-101 off-ramp at California Street (NB US-101/California Street off-ramp) to Oak Street, and to replace/extend the California Street Overcrossing in the City of Ventura, Ventura County, California (project area). The existing NB US-101/California Street off-ramp is near the west end of the city limits at Post Mile (PM) 30.1, approximately 0.6 mile east of SR-33 and 0.4 mile west of San Jon Road, near the Ventura County Fairgrounds (see **Figure 1-1**, **Figure 1-2**, and **Figure 1-3**).

US-101 is a primary north-south route extending along the coastal area of California; the highway segment within the project area follows the contours of the Pacific Ocean in an east-west direction. California Street provides access to the city's downtown business district and leads to City Hall, north of US-101. South of US-101, California Street terminates at Harbor Boulevard, which provides access to the Ventura County Fairgrounds, Amtrak station, Ventura Promenade, Ventura Pier, and the oceanfront.

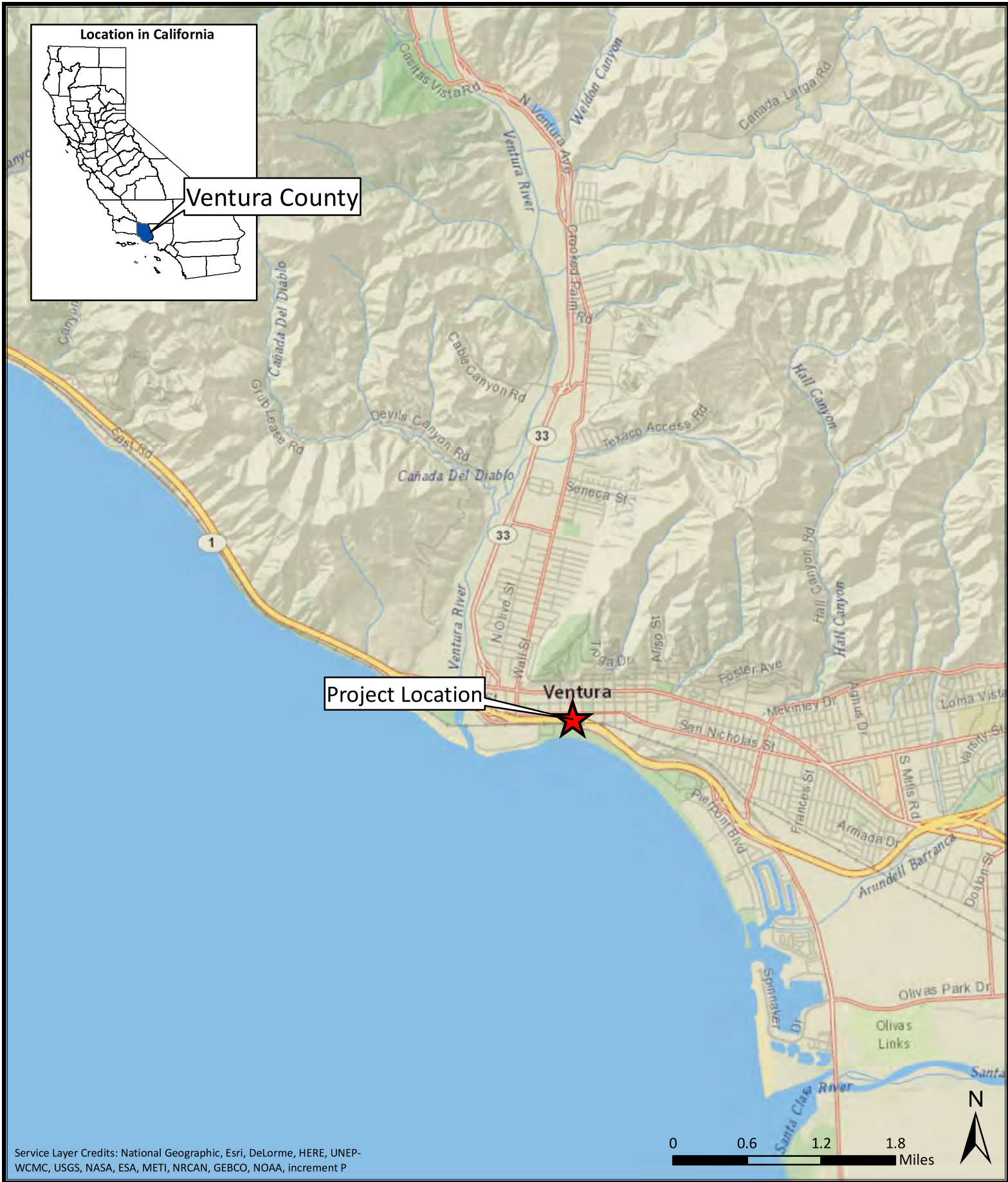


FIGURE 1-1. REGIONAL LOCATION
California Street Northbound Off-Ramp Relocation



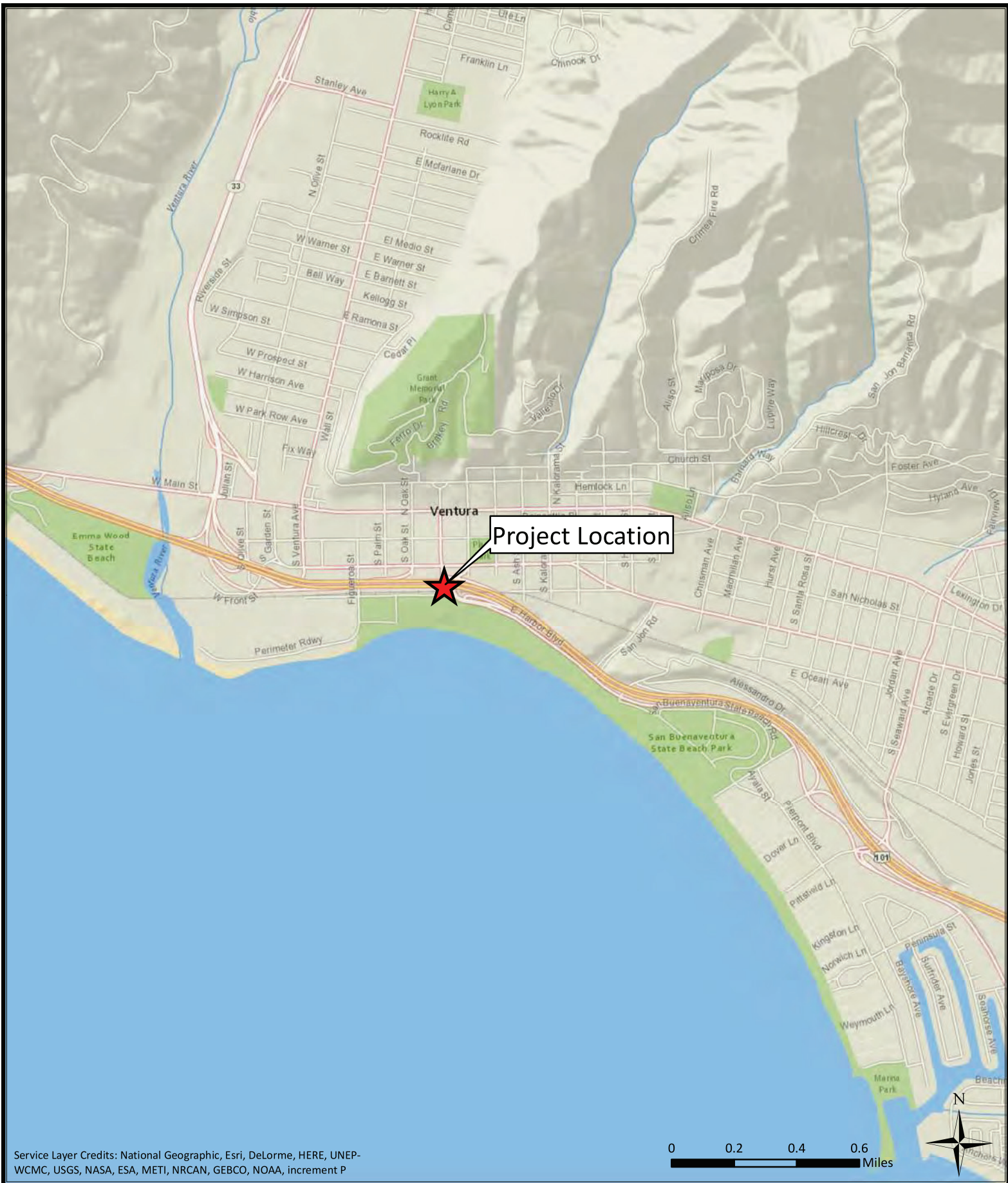


FIGURE 1-2. PROJECT LOCATION
California Street Northbound Off-Ramp Relocation

FIGURE 1-3. PROJECT AREA
California Street Northbound Off-Ramp Relocation



California Street is one of two roadways in the city that provides direct access for vehicles, pedestrians, and bicycles between the downtown business district and the oceanfront; the other is Figueroa Street, approximately 0.25 mile west of California Street.

The configuration of the NB US-101/California Street off-ramp is unconventional because it does not conform to current standards, and the current configuration contributes to traffic congestion and delays. The existing off-ramp consists of an approximately 1,000-foot-long single-lane off-ramp from the highway mainline that terminates at a T-intersection at California Street, approximately 75 feet south of Thompson Boulevard. At the T-intersection, NB movements on California Street are stop-controlled, while southbound (SB) movements on California Street and the NB off-ramp movements are not stop-controlled. Because of the close proximity between the T-intersection and Thompson Boulevard, NB vehicles at Thompson Boulevard queue past the off-ramp intersection, creating a back-up on California Street and at the NB US-101/California Street off-ramp. The NB lanes on California Street are shared with traffic exiting the off-ramp, and there is no merging lane.

The project would include relocation of the NB off-ramp to intersect with Oak Street and terminate at the Oak Street/Thompson Boulevard intersection, adjacent to an existing NB US-101 on-ramp (NB US-101/Oak Street on-ramp) (see **Figure 1-4**). The California Street Overcrossing would be replaced to accommodate the NB off-ramp relocation. The new overcrossing would be lengthened in the NB direction to extend over the new NB off-ramp location.

A pedestrian overcrossing (Bridge #52-0218) connecting Ash Street with Harbor Drive crosses over US-101 approximately 1,300 feet south of California Street. The vertical clearance of this structure is approximately 15.6 feet.

A Union Pacific Railroad (UPRR) (Bridge #52-0178) intersects US-101 at a skew from the highway centerline approximately 740 feet south of California Street. The vertical clearance of the UPRR overcrossing bridge is approximately 17.16 feet. The Chestnut Street on-ramp separation structure (Bridge #52-0217K) crosses US-101 approximately 230 feet south of California Street. The vertical clearance of this structure is approximately 15.6 feet over the NB off-ramp and 31.9 feet over the highway mainline. These structures would not be affected by the project.

The existing California Street Overcrossing (Bridge #52-0219) is a 2-span concrete box girder supported at two ends by tall “closed end” abutment walls and a 4-column bent in the middle of the structure. The vertical clearance of the structure over NB US-101 is approximately 15 feet 1.5 inches. The box girder also supports a series of arch culverts, inside the cells of the boxes. These culverts drain the area north of the highway, referred to as the California Street drainage area. Ducts under each sidewalk box contain utilities, including telephone, water, and gas lines.

A UPRR corridor is directly adjacent to the southern portion of the California Street Overcrossing. This at-grade rail line spans from the City of Burbank to the San Francisco Bay Area and carries UPRR freight trains as well as passenger trains for Amtrak. The local Ventura Amtrak station is on Harbor Boulevard, west of California Street, adjacent to the Ventura County Fairgrounds.

FIGURE 1-4. PROJECT DESIGN LAYOUT
California Street Northbound Off-Ramp Relocation



No work is proposed on the rail line; however, roadway work would be within 25 feet of the track, and a right of entry service agreement would likely be required.

1.4 PROJECT ALTERNATIVES

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives include Alternative 1, the No Build (No Action) Alternative and Alternative 2, the Build Alternative.

1.4.1 Alternative 1 - No Build (No Action) Alternative

The No Build Alternative would not include any construction or result in changes to existing conditions; the existing NB US-101/California Street off-ramp would remain in the same location, and there would be no improvements to traffic, pedestrian, or bicycle facilities on California Street. This alternative would not achieve the purpose and need of the project.

1.4.2 Alternative 2 - Build Alternative

The Build Alternative would include relocation of the existing NB US-101/California Street off-ramp from its present terminus at California Street to Oak Street. The existing NB US-101/California Street off-ramp hook-type alignment would be retained, though it would originate and terminate at different points than what currently exists. The off-ramp would begin as one lane at the highway, transition to two lanes beneath the California Street Overcrossing, and widen to three lanes at the terminus with Oak Street. The widening from one to three lanes is proposed to provide additional room for vehicles to stack within the off-ramp instead of onto the mainline.

Construction is anticipated to last approximately 18 months. Construction of the Build Alternative would be staged in a manner so that access on the California Street Overcrossing would remain open. However, the NB US-101/California Street off-ramp would be closed during the entirety of the bridge construction and traffic would be detoured. The closure of the existing off-ramp would last approximately 10 months. At the proposed terminus of the off-ramp at Oak Street, there is an existing hook-type NB US-101 on-ramp (NB US-101/Oak Street on-ramp). Traffic using the existing NB US-101/Oak Street on-ramp and the proposed off-ramp would use the same intersection at Oak Street/Thompson Boulevard. The on-ramp would be reconstructed to meet standard geometric layouts and to provide a high-occupancy vehicle (HOV) bypass lane with no ramp metering north of SR-126. The new on-ramp alignment would not substantially change from what currently exists.

To extend the NB US-101/California Street off-ramp to Oak Street, the project would require partial acquisition of one property at 470 Thompson Boulevard (Assessor's Parcel Number [APN] 073-0-126-270), currently occupied by the Lu Ross Beauty School. In addition, the project would require a full acquisition of two properties at 227 California Street (APN 073-0-126-250), currently occupied by the Rip Curl Surf Company, and at 410 Thompson Boulevard (APN 073-0-126-010), currently occupied by Tacos el Diablo restaurant. Temporary Construction Easements (TCE) would be required from several adjacent parcels.

The California Street Overcrossing would be replaced to accommodate the NB off-ramp relocation. The new overcrossing would be lengthened in the NB direction to extend over the new NB off-ramp extension. The structure would consist of three spans with one bent in the median of the highway and one bent between the NB mainline and the off-ramp. The proposed width of the structure is 66 feet, which includes one 12-foot travel lane, one 8-foot shoulder, and one 12-foot sidewalk in each direction. The UPRR tracks to the south and Thompson Boulevard to the north restrict the profile adjustments to California Street and therefore limit the ability to provide adequate temporary vertical clearance to construct a cast-in-place structure. The proposed structure type is therefore a pre-cast concrete girder which does not require falsework. Minimum vertical clearance during construction would either be the existing vertical clearance or the permanent vertical clearance depending upon the stage of construction. The vertical clearance of the structure is proposed at 16.5 feet. The structure would be supported by octagonal, driven, pre-cast concrete piles at a maximum depth of 50 feet below ground surface (bgs). One pile would be in the median, between the NB and SB lanes of US-101, and another pile would be between the NB lanes and new offramp.

There are ducts under each sidewalk box that contain utilities including telephone, water, and gas. Additionally, there are existing underground electrical lines and fiber optic cables along Thompson Boulevard. There is an existing 12-inch gas line in the overcrossing that would require relocation. A pump station is proposed northeast of the structure to allow offsite runoff to flow through the overcrossing deck. Two new 12-inch pipes would be included within the new overcrossing from the pump station to the high point changing to one 12-inch and one 18-inch pipe when they become gravity flow. The pump station would ultimately join the existing California Street storm drain south of the bridge. Easements would be required from APN 073-0-126-270 and APN 073-0-126-250 to accommodate the new utility locations. The Build Alternative would include treatment best management practices (BMP) features to treat stormwater runoff, including two Austin Vault Media filters. The first filter would be located between the NB off-ramp and the NB on-ramp within the existing cul-de-sac area; this filter would treat 2.08 acres. The second filter would be on the north side of the off-ramp and west of California Street; this filter would treat 7.53 acres.

Construction would require nighttime work; however, all applicable noise and groundborne vibration regulations would be followed. Pile driving would not be conducted during nighttime work. Construction would also require vegetation and tree removal; however, replacement vegetation would be incorporated in the design.

1.5 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Several alternatives were considered but eliminated from further discussion. They include the following:

- Maintain the existing California Street Overcrossing and construct an open-sided tunnel under California Street. The purpose of the tunnel would be to minimize

right-of-way (ROW) impacts on an adjacent parcel. This alternative was eliminated because removing the soil behind the abutment would create an unequal stiffness variation in the bridge during a seismic event. This would be a potential safety concern and would not meet the purpose of the project which includes eliminating the structural deficiencies of the California Street overcrossing.

- Maintain the existing California Street Overcrossing and construct a 215-foot tunnel under California Street. The purpose of the tunnel would be to avoid ROW impacts on adjacent parcels. This alternative was eliminated because it would not have been possible to achieve balanced distribution throughout the structure once a tunnel was constructed behind Abutment 3. This would be a potential safety concern and would not meet the purpose of the project which includes eliminating the structural deficiencies of the California Street overcrossing.
- Modify the existing NB US-101/California Street off-ramp to end at Chestnut Street, approximately 450 feet east of California Street. The alternative was eliminated because of the clearance requirements of an existing railroad overcrossing.
- Construct two roundabouts, one at the California Street/Thompson Boulevard intersection, and the other at the intersection of Oak Street/Thompson Boulevard on-ramp and off-ramp. This alternative was eliminated because of ROW impacts.
- Construct an extended cantilever structure section on the west side of the California Street Overcrossing above the ramp to provide some replacement surface parking atop an airspace lease, and a driveway where the Rip Curl Surf Company is currently. This alternative was eliminated because parking is not required according to City parking requirements, and because Caltrans would likely not approve the design exception for a cantilever structure. In addition, this alternative would require a specially designed retaining wall that could damage an adjacent masonry building; and the reconfiguration of the Rip Curl Surf Company building entrance, as well as an airspace lease agreement from Caltrans, would also be required.
- Convert California Street to carry only NB traffic. This alternative was eliminated because it would not address the structural deficiencies and inadequate vertical clearance of the existing California Street Overcrossing and could result in traffic congestion or other traffic circulation issues on surrounding roadways and intersections.

1.6 PERMITS AND APPROVALS NEEDED

Permits, licenses, agreements, and certifications (PLAC) are required for project construction:

Table 1-1: Required Permits, Licenses, Agreements, and Certifications

Agency	PLAC	Status
Caltrans	Encroachment Permit	Permit would be acquired prior to construction
State Water Resources Control	Clean Water Act, Section 402, National	Permits would be

Agency	PLAC	Status
Board	Pollutant Discharge Elimination System (NPDES) Permit (Order 2022-0033-DWQ, NPDES NO. CAS000003), Construction General Permit (CGP) (Order WQ 2022-0057-DWQ, NPDES NO. CAS000002), MS4 Permit	acquired prior to construction
Union Pacific Railroad	Right of Entry Agreement with UPRR	Permit would be acquired prior to construction
City of Ventura	Coastal Development Permit	Permit would be acquired prior to construction
City of Ventura	City Grading Permit	Permit would be acquired prior to construction
Department of Health Services, Toxic Substances Control Program	Hazardous Waste Facilities Permit, Toxic Substances Control Program	Permit would be acquired prior to construction
County of Ventura Health Department	Sewage Disposal Requirements	Permit would be acquired prior to construction

Chapter 2 Project Impacts

2.1 RESOURCE TOPICS DISMISSED FROM ANALYSIS IN ENVIRONMENTAL ASSESSMENT

The 1992 Regulations for Implementing the Procedural Provisions of NEPA direct federal agencies to “concentrate on the issues that are truly significant to the action in question” (40 CFR 1500.1(b)), “focus on significant environmental issues” (40 CFR 1502.1), and include “only brief discussion of other than significant issues” (40 CFR 1502.2(b)). Consideration and analysis were given to the resources listed in **Table 2-1** below. These resources either are not in the project area or the project would result in negligible or no impact on these resources. Therefore, they are not discussed further in this IS/EA.

Table 2-1: Resource Topics Dismissed from Analysis

Resource	Rationale for Dismissal
Existing and Future Land Use	The Build Alternative would comply with existing land use and zoning designations and would not require any changes to these designations. The Community Impact Assessment (CIA) and Supplemental CIA prepared for the project can be referenced for more information (GPA Consulting, 2015a; GPA Consulting, 2024a).
Consistency with State, Regional, and Local Plans and Programs	The Build Alternative would be consistent with the applicable state, regional, and local land use and transportation plans and programs adopted for the project area (GPA Consulting, 2015a). The CIA and Supplemental CIA prepared for the project can be referenced for more information (GPA Consulting, 2015a; GPA Consulting, 2024a).
Coastal Zone	The Build Alternative would require work within the Coastal Zone, but would be expected to improve vehicle, pedestrian, and bicycle access between the downtown business district and the oceanfront. The Build Alternative would comply with the City’s Local Coastal Program, which requires new development to be designed to protect public views to and from the shoreline. The Build Alternative is not within an Environmentally-Sensitive Habitat Area and would not result in any impacts on coastal resources such as access to or views of the Coastal Zone. The Build Alternative would comply with the California Coastal Act, which states visual qualities of coastal areas shall be protected as a resource of public importance. The project would not result in direct impacts on any jurisdictional features within the Biological Study Area (BSA). The CIA , Supplemental CIA , Visual Impact Assessment (VIA), Jurisdictional Delineation (JD) and Supplemental JD prepared for the project can be referenced for more information (GPA Consulting, 2015a; GPA Consulting, 2024a; GPA Consulting, 2022a; GPA Consulting, 2015b; GPA Consulting, 2022b).
Wild and Scenic Rivers	There are no wild and scenic rivers in or near the project area (National Wild and Scenic River System, n.d.).
Parks and Recreational Facilities	The nearest park is Plaza Park, approximately 0.11 mile northeast of the project area. The Build Alternative would improve access to nearby parks and would not encroach on any nearby parks or recreational facilities. The CIA and Supplemental CIA prepared for the project can be referenced for more information (GPA Consulting, 2015a; GPA Consulting, 2024a).

Resource	Rationale for Dismissal
Farmlands	According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands in or near the project area (California Department of Conservation, 2016).
Timberlands	According to the California Department of Fish and Wildlife (CDFW) California Forests and Timberlands Map, there are no timberlands in or near the project area (California Department of Fish and Wildlife, 2015).
Growth	The Build Alternative would accommodate existing transportation needs along an existing alignment; therefore, this alternative would not influence growth. The Build Alternative could indirectly attract additional commercial, retail, and mixed-use development to the area; however, any additional development would be consistent with growth planned by the City to enhance the downtown business district and social and economic prosperity in the community. The CIA and Supplemental CIA prepared for the project can be referenced for more information (GPA Consulting, 2015a; GPA Consulting, 2024a).
Community Character and Cohesion	The Build Alternative would not require the removal of any residential structures, displacement of residents, or division of existing neighborhoods. The project would require full acquisition of two business properties. However, these properties would qualify for relocation assistance benefits or entitlements under the Uniform Act and would be provided with the opportunity to continue to operate in a similar space. The CIA , Supplemental CIA , Relocation Impact Memorandum (RIM), and Supplemental RIM prepared for the project can be referenced for more information (GPA Consulting, 2015a; GPA Consulting, 2024a; GPA Consulting, 2016; GPA Consulting, 2024b).
Section 4(f)	There are no recreation areas or wildlife refuges in the project area. Within the Area of Potential Effects (APE), there are two historical resources, including the Firestone Station and a UPRR underpass, that would be considered Section 4(f) resources. The Build Alternative would have no effect on the historic integrity of these properties and would not block views of the properties or result in a substantial change in the existing scenery. During construction, if any unknown archaeological resources are discovered in the project area that are in or eligible for the National Register of Historic Places (NRHP), an appropriate evaluation of potential impacts on Section 4(f) resources would be required. There are Section 4(f) properties within 0.5 mile of the project area; however, the project would not result in any permanent impacts, use of, or acquisition of any Section 4(f) properties. Caltrans has determined there are cultural resources within the APE determined not eligible for inclusion in the NRHP with the State Historic Preservation Officer (SHPO) concurrence. The Build Alternative would not interfere with the provisions of Section 4(f) of the Department of Transportation Act of 1966. The Historical Resources Evaluation Report (HRER) prepared for the project can be referenced for more information (GPA Consulting, 2025a).
Utilities/Emergency Services	The Build Alternative would not affect existing utilities or emergency services through an increase in resident populations, or through the loss of facilities elsewhere. Any disruptions to utility service during construction would be scheduled to minimize impacts on the surrounding community. Existing facilities are expected to accommodate the needs of the community after project implementation. The CIA and Supplemental CIA prepared for the project can be referenced for more information (GPA Consulting, 2015a; GPA Consulting, 2024a).

Resource	Rationale for Dismissal
Hydrology	The Build Alternative would not increase the area of impervious surfaces substantially (0.1 acre) and would not increase runoff volumes and rates, or impact groundwater recharge or hydrology (ICF International, 2016; GPA Consulting, 2022c). The Water Quality Assessment Report (WQAR) and Supplemental WQAR prepared for the project can be referenced for more information (ICF International, 2016; GPA Consulting, 2022c).
Floodplain	The project is not in the 100-year flood hazard area. The project area is within the Casitas Dam inundation zone and within the area of inundation protected by the Ventura River Levee. The risks of flooding from dam or levee failure, tsunamis, and/or future risk of flooding from sea level rise would be present in the project area with or without implementation of the project. The Build Alternative would be constructed according to current construction standards to ensure a reasonable degree of structural integrity if inundation events occur. The WQAR and Supplemental WQAR prepared for the project can be referenced for more information (ICF International, 2016; GPA Consulting, 2022c).
Water Quality and Stormwater Runoff	The Build Alternative would not substantially increase the area of impervious surfaces (0.1 acre); therefore, runoff volumes and rates would not be expected to increase, and groundwater recharge would not be affected. The Build Alternative would be constructed in compliance with the CGP, and the General Dewatering Permit; therefore, temporary impacts on surface water and groundwater quality would be minimized. The Build Alternative would include the replacement and relocation of existing storm drains and other drainage facilities, which would be designed to minimize alterations to the existing drainage patterns and allow for adequate storm drain capacity. The WQAR and Supplemental WQAR prepared for the project can be referenced for more information (ICF International, 2016; GPA Consulting, 2022c).
Geology/Soils/Seismic/ Topography	The project area is not susceptible to fault rupture, landslides, rock falls, non-seismically induced earth movement, volcanic hazards, or mineral hazards. The project area is susceptible to seismic shaking, liquefaction, tsunamis, and subsidence and is underlain by moderately expansive and erosive soils. However, the Build Alternative would be designed and constructed according to current standards, including the Caltrans' Seismic Design Criteria, and would be able to withstand typical bedrock accelerations and site-specific geologic and soil conditions (California Department of Transportation, 2001).
Paleontological Resources	The geologic map of the project vicinity indicated Pleistocene Saugus Formation likely underlying alluvial deposits. Saugus Formation is known to preserve significant paleontological resources; however, the maximum depth of disturbance in the project area is 50 feet bgs, and ground disturbing activities is not expected to impact paleontological resources at that depth. In the event paleontological resources are encountered, Caltrans' Standard Specifications for unanticipated paleontological discoveries would be followed.
Natural Communities	There are no natural communities of concern, wildlife corridors, or fish passageways within the project area. In addition, the project area is not within a designated habitat conservation plan area or multiple species conservation plan area. The Minimal Impacts Natural Environment Study (NESMI) and Supplemental NESMI prepared for the project can be referenced for more information (GPA Consulting, 2015c; GPA Consulting, 2022d).

Resource	Rationale for Dismissal
Wetlands and Other Waters	Jurisdictional wetlands and non-wetland waters were delineated within the BSA and in the drainage swale within the median of US-101. No work would be conducted within the median; therefore, the drainage swale would not be impacted directly or indirectly. In addition, no drainage improvements would be conducted in the project area that could result in indirect impacts on the water regime within this drainage swale. The JD and Supplemental JD prepared for the project can be referenced for more information (GPA Consulting, 2015b; GPA Consulting, 2022b).
Plant Species	No special-status plant species were observed in the BSA. Based on the disturbed condition of the BSA and the absence of suitable habitat, no special status plant species are expected in the BSA. The NESMI and Supplemental NESMI prepared for the project can be referenced for more information (GPA Consulting, 2015c; GPA Consulting, 2022d).
Animal Species	During the biological survey, migratory birds were observed foraging in and flying over the BSA. During construction impacts on migratory birds would be avoided or minimized through the implementation of standard measures. The NESMI and Supplemental NESMI prepared for the project can be referenced for more information (GPA Consulting, 2015c; GPA Consulting, 2022d).
Threatened and Endangered Species	Based on the disturbed condition of the BSA, and the absence of habitat, threatened and endangered species are not expected to be in the BSA (GPA Consulting, 2015c) (GPA Consulting, 2022d). During construction indirect impacts on migratory birds would be avoided or minimized through the implementation of standard measures. The NESMI and Supplemental NESMI prepared for the project can be referenced for more information (GPA Consulting, 2015c; GPA Consulting, 2022d).
Invasive Species	There are several invasive plant species growing within the BSA. During construction, existing native vegetation would be preserved to the extent feasible, and BMPs such as identification of existing invasive species, avoidance of invasive species in erosion control, training, equipment cleaning, and monitoring would be implemented to prevent the spread of invasive species. The NESMI and Supplemental NESMI prepared for the project can be referenced for more information (GPA Consulting, 2015c; GPA Consulting, 2022d).
Wildfire	The project area is not in or near a state responsibility area or land classified as very high fire hazard severity zone. The project area is in a Local Responsibility Area incorporated city in a Moderate Fire Hazard Severity Zone (City of Ventura, 2025).

2.2 RESOURCE TOPICS WARRANTING FURTHER ANALYSIS

2.2.1 Relocations and Real Property Acquisition

The following discussion incorporates the results of the CIA and Supplemental CIA prepared for the project (GPA Consulting, 2015a; GPA Consulting, 2024a).

Affected Environment

There are several businesses located within the project area along US-101 from 0.6 mile east of SR-33 to 0.4 mile west of San Jon Road, north to the intersections of Oak Street/Santa Clara Street and California Street/Santa Clara Street. This includes the Lu Ross Beauty School at 470 Thompson Boulevard, a restaurant, Tacos el Diablo, at 410

Thompson Boulevard, and a retail surf shop, Rip Curl Surf Company, at 227 California Street. Please refer to Section 2.1.2 of the CIA prepared for this project for more information (GPA Consulting, 2015a).

Environmental Consequences

No Build Alternative

The No Build Alternative would not result in changes to existing facilities; therefore, there would be no impact related to relocations and real property acquisition. However, this alternative would not achieve the purpose and need of the project.

Build Alternative

Construction Impacts

The Build Alternative would not result in temporary substantial adverse impacts related to relocations and real property acquisition.

Permanent Impacts

As described in the CIA, Supplemental CIA, RIM, and Supplemental RIM, ROW acquisition would be required from three properties (see **Table 2-2**). It is estimated that there are comparable replacement business sites in the area that would be available to fulfill the needs of those businesses displaced. Any person or business who relocates or moves personal property as a result of the acquisition of real property, which includes a written notice from the City, is eligible for “Relocation Assistance” in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and relocation assistance would be implemented. Relocation resources would be available to all displacees free of discrimination. The City would complete all relocations in accordance with required policies and procedures. Therefore, the Build Alternative is not anticipated to result in permanent adverse impacts related to relocations and real property acquisition.

Table 2-2. Impacts on Businesses in the Project Area

Business	Description	APN	Address	Full or Partial Acquisition
Lu Ross Academy	Beauty School	073-0-126-270	470 Thompson Boulevard	Partial
Rip Curl Surf Company	Retail Surf Shop	073-0-126-250	227 California Street	Full
Tacos el Diablo	Restaurant Stand	073-0-126-010	410 Thompson Boulevard	Full

Avoidance, Minimization, and/or Mitigation Measures

Measure REL-1 has been included to minimize impacts resulting from implementation of the Build Alternative (see **Appendix C**).

2.2.1 Transportation

The following discussion incorporates the results of the Traffic Impact Analysis (TIA) prepared for the project (Stantec Consulting Services Inc., 2022).

Affected Environment

California Street provides access to the City's downtown area, Ventura County Fairgrounds, Amtrak station, the Ventura Promenade, oceanfront, and the Ventura Pier. Surrounding streets in the project area include Harbor Boulevard, Poli Street, and Thomspson Boulevard. Existing Level of Service (LOS) conditions during the non-fair season at these intersections ranges from A to C; however, during fair season the LOS ranges from A to F due to a surge in increased traffic levels. Please refer to Section 2.0 of the TIA prepared for this project for more information (Stantec Consulting Services Inc., 2022).

California Street consists of two lanes, one in each direction, except where it reaches the US-101 overcrossing and expands to a four-lane road across the bridge. According to the City, California Street is not classified as a bicycle route; however, it is a primary pedestrian and bicycle route between the City's downtown business district and the oceanfront (City of Ventura, 2024). Because traffic is free-flowing from the existing NB off-ramp on to California Street, the east sidewalk on California Street has been closed to prohibit pedestrians from crossing. The sidewalk closure has resulted in a barrier to access for pedestrians and bicycles between the City's downtown area and the oceanfront. The existing NB US-101/Oak Street on-ramp does not follow Highway Design Manual alignment and does not have a HOV bypass lane.

Environmental Consequences

No Build Alternative

The No Build Alternative would not result in changes to existing transportation facilities. Therefore, there would be no direct impact on traffic and transportation. However, this alternative would not achieve the purpose and need of the project.

Build Alternative

Level of Service

Construction Impacts

Construction of the Build Alternative would be staged in a manner so that access on the California Street Overcrossing would remain open. However, the NB US-101/California Street off-ramp would be closed during the entirety of the bridge construction and traffic would be detoured. The closure of the existing off-ramp would last approximately 10 months. There could be temporary delays during the construction period because of construction equipment and vehicles traveling on roadways within the project area. Traffic and pedestrian access would be maintained on California Street by constructing the proposed overcrossing replacement in two stages. Freeway mainline closures would be required for the bridge demolition and new bridge construction; however, the closures are anticipated to be temporary and intermittent.

A Traffic Management Plan (TMP) would be developed prior to construction. The TMP would consist of public information strategies including mailers, press releases, and paid advertising, motorist information strategies such as portable changeable message signs and ground mounted signs, Caltrans Highway Information Network, incident management such as Construction Zone Enhanced Enforcement Program provided by the California

Highway Patrol, Traffic Monitoring Station, construction strategies including lane closure charts, ramp closures, and movable barriers, and alternative route strategies including signal modification to accommodate detour traffic. Following construction, full access along the roadways within the project area would be restored. With implementation of the TMP, the Build Alternative would not result in temporary substantial adverse impacts related to traffic and transportation.

Permanent Impacts

With implementation of the Build Alternative, LOS would remain at an acceptable condition compared to conditions without the project (see **Table 2-3**). Based on queuing analysis, under the Build Alternative there would be no traffic back up on the mainline under the under Design Year (2050) conditions, whereas under the No Build Alternative there would be over 1-mile back up at peak times. The additional storage length would also prevent congestion and further delays on the arterial streets within the project area. Therefore, the Build Alternative would result in a net benefit on traffic circulation on the arterial streets within the project area.

Table 2-3. Intersection LOS - Existing Conditions

Intersection Number	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Oak Street/NB US-101 On-Ramp and Thompson Boulevard	Signal	15	B	18	B
2	California Street and Thompson Boulevard	Signal	23	C	29	C
3	California Street and NB US-101 Off-Ramp	Partial Stop (NB only)	14	B	23	C
4	California Street/Harbor Boulevard	Partial Stop (EB and WB only)	7	A	11	B

Source: Stantec Consulting Services, Inc., 2024

Notes: NB = Northbound, EB = Eastbound, WB = Westbound, LOS = Level of Service, Delay = Average Vehicle Delay (seconds/vehicle), Delay represents the movement with the highest individual delay

Under the Build Alternative, intersections analyzed in the TIA would operate at acceptable LOS B or C during the AM peak hour and PM peak hour under Opening Year (2030) conditions (see **Table 2-4** and **Table 2-5**). In addition, under Design Year (2050) conditions, the intersections would operate at acceptable LOS B or C (see **Table 2-6** and **Table 2-7**). The Build Alternative would result in improvements to LOS under Opening Year (2030) and Design Year (2050) conditions to the California Street/Thompson Boulevard and California Street/Harbor Boulevard intersections. Since the project would result in local improvements that would not affect regional traffic patterns, the project would not result in an increase in vehicle miles traveled (VMT). Therefore, the Build Alternative would not result in permanent substantial adverse impacts related to traffic and transportation.

Table 2-4. Intersection LOS - Opening Year (2030) with Project

Intersection Number	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Oak Street/NB US-101 On-Ramp and Thompson Blvd	Signal	31	C	31	C
2	California Street and Thompson Boulevard	Signal	20	B	23	C
3	California Street and NB US-101 Off-Ramp	Partial Stop (NB only)	-	-	-	-
4	California Street/Harbor Boulevard	Partial Stop (EB and WB only)	7	A	11	B

Source: Stantec Consulting Services, Inc., 2024

Notes: NB = Northbound, EB = Eastbound, WB = Westbound, LOS = Level of Service, Delay = Average Vehicle Delay (seconds/vehicle), Delay represents the movement with the highest individual delay

Table 2-5. Intersection LOS - Opening Year (2030) Conditions Without Project

Intersection Number	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Oak Street/NB US-101 On-Ramp and Thompson Blvd	Signal	15	B	18	B
2	California Street and Thompson Boulevard	Signal	24	C	31	C
3	California Street and NB US-101 Off-Ramp	Partial Stop (NB only)	17	C	75	F
4	California Street/Harbor Boulevard	Partial Stop (EB and WB only)	7	A	31	C

Source: Stantec Consulting Services, Inc., 2024

Notes: NB = Northbound, EB = Eastbound, WB = Westbound, LOS = Level of Service, Delay = Average Vehicle Delay (seconds/vehicle), Delay represents the movement with the highest individual delay

Table 2-6. Intersection LOS - Design Year (2050) Conditions with Project

Intersection Number	Intersection	Intersection Control	AM Peak Hours		PM Peak Hours	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Oak Street/NB US-101 On-Ramp and Thompson Blvd	Signal	36	C	31	C
2	California Street and Thompson Boulevard	Signal	24	C	22	C
3	California Street and NB US-101 Off-Ramp	Partial Stop (NB only)	-	-	-	-
4	California Street/Harbor Boulevard	Partial Stop (EB and WB only)	9	A	13	B

Source: Stantec Consulting Services, Inc., 2024

Notes: NB = Northbound, EB = Eastbound, WB = Westbound, LOS = Level of Service, Delay = Average Vehicle Delay (seconds/vehicle), Delay represents the movement with the highest individual delay

Table 2-7. Intersection LOS - Design Year (2050) Conditions Without Project

Intersection Number	Intersection	Intersection Control	AM Peak Hours		PM Peak Hours	
			Delay (seconds)	LOS	Delay (seconds)	LOS
1	Oak Street/NB US-101 On-Ramp and Thompson Blvd	Signal	15	B	26	C
2	California Street and Thompson Boulevard	Signal	29	C	45	D
3	California Street and NB US-101 Off-Ramp	Partial Stop (NB only)	52	F	240	F
4	California Street/Harbor Boulevard	Partial Stop (EB and WB only)	10	A	111	F

Source: Stantec Consulting Services, Inc., 2024

Notes: NB = Northbound, EB = Eastbound, WB = Westbound, LOS = Level of Service, Delay = Average Vehicle Delay (seconds/vehicle), Delay represents the movement with the highest individual delay

Parking

Construction Impacts

The Build Alternative would not result in temporary substantial adverse impacts related to parking.

Permanent Impacts

The Build Alternative would require ROW from parking areas on three commercial properties. The removal of parking spaces would not impact access to the businesses. The project area is within the Downtown Specific Plan area, which does not require Floor Area Ratio Parking Requirements when parking areas are being reconfigured. Therefore, the project is not required to replace a certain number of parking spaces for those removed. There is additional parking in the downtown area that would be adequate for businesses in the area. Therefore, the Build Alternative would not result in permanent substantial adverse impacts related to parking.

Bicycle/Pedestrian/Public Transit

Construction Impacts

Construction of the Build Alternative would be staged in a manner so that access along the California Street Overcrossing would remain open to bicycles, pedestrians, and public transit. The NB off-ramp would be closed during the entirety of the bridge construction, and traffic would be detoured, which could impact public transit routes. Bicycle, pedestrian, and public transit access within the project area would be impacted during construction; however, with implementation of standard construction BMPs and a TMP, including measures to limit construction hours and provide detour routes, these impacts would not be substantial. Therefore, the Build Alternative would not result in temporary substantial adverse impacts related to bicycles, pedestrians, and public transit.

Permanent Impacts

The existing NB US-101/California Street off-ramp hook-type alignment would be retained but would originate and terminate at different points than what currently exists. The off-ramp would begin as one lane at the highway, transition to two lanes beneath the California Street Overcrossing, and widen to three lanes at the terminus with Oak Street. California Street would not be closed south of Thompson Boulevard and would continue to provide vehicle and pedestrian access to the oceanfront area south of Thompson Boulevard. In addition, the existing California Street Overcrossing, which currently has no shoulders and 8-foot 8-inch sidewalks, would be replaced with a new overcrossing that would include an 8-foot shoulder and 12-foot sidewalk in each direction to allow increased bicycle and pedestrian access. Therefore, pedestrian and bicycle access between the City's downtown business district and the oceanfront would be improved. The project would be designed in compliance with the Americans with Disabilities Act (ADA) standards. Therefore, the Build Alternative would not result in permanent substantial adverse impacts related to bicycles, pedestrians, and public transit.

Avoidance, Minimization, and/or Mitigation Measures

Measure TMP-1 has been included to minimize impacts resulting from implementation of the Build Alternative (see **Appendix C**).

2.2.2 Visual/Aesthetics

The following discussion incorporates the results of the VIA prepared for the project (GPA Consulting, 2022a).

Affected Environment

US-101 is not officially designated as a State Scenic Highway within the project area and there are no scenic resources; however, US-101 in the project area is considered eligible on the list of State Scenic Highways. Additionally, US-101 and Harbor Boulevard are designated as local scenic routes in the City of Ventura 2050 General Plan (General Plan). The General Plan includes goals to preserve scenic resources along these corridors. The VIA identified three key views that would most clearly illustrate the change in the project's visual resources. Key views also represent the viewer groups that have the highest potential to be affected by the project considering exposure and sensitivity. Existing key views in the project consist of the US-101 corridor, the Thompson Boulevard corridor, and the California Street corridor. Key View #1 consists of NB US-101, facing west, just east of the of the overcrossing with views of the overcrossing, the highway, signage, and vegetation on either side of the highway (see **Figure 2-1**). Key View #2 consists of the north side of Thompson Boulevard, facing south, at the Thompson Boulevard/South Oak Street intersection and across from the existing NB US-101 on-ramp with views of the road, traffic signals, a smaller building in the midground, and a larger building in the background, and the entrance to US-101 (see **Figure 2-2**). Key View #3 consists of the north side of Thompson Boulevard, facing south, at the California Street/Thompson Boulevard intersection with views of the road, vegetation on either side of the road, a smaller building in the foreground, a larger building in the background, and a view of the ocean in the background (see **Figure 2-3**). Please refer to Section 5.0 of the VIA prepared for this project for more information (GPA Consulting, 2022a).

Environmental Consequences

No Build Alternative

The No Build Alternative would not result in changes to existing facilities; therefore, there would be no impact on the visual/aesthetics of the project area besides routine maintenance. However, this alternative would not achieve the purpose and need of the project.

Build Alternative

Construction Impacts

Project construction would result in temporary visual impacts, including vegetation removal, demolition and grading activities, and equipment staging. Construction activities could also result in the generation of dust, increased nighttime lighting, and other visual intrusions. Construction is anticipated to last approximately 18 months. However, visual impacts during construction would be intermittent, and most impacts would likely be short-term. Vegetation removal would result in impacts lasting for a longer period, until replacement vegetation is established and mature. Over time, the existing vegetation would continue to improve the visual character of the area.

As stated above, these visual changes would be temporary, and no further visual changes would take place once construction is complete. Therefore, the Build Alternative would not result in temporary substantial adverse impacts related to aesthetics and visual resources.



Figure 2-1. Key View #1



Figure 2-2. Key View #2

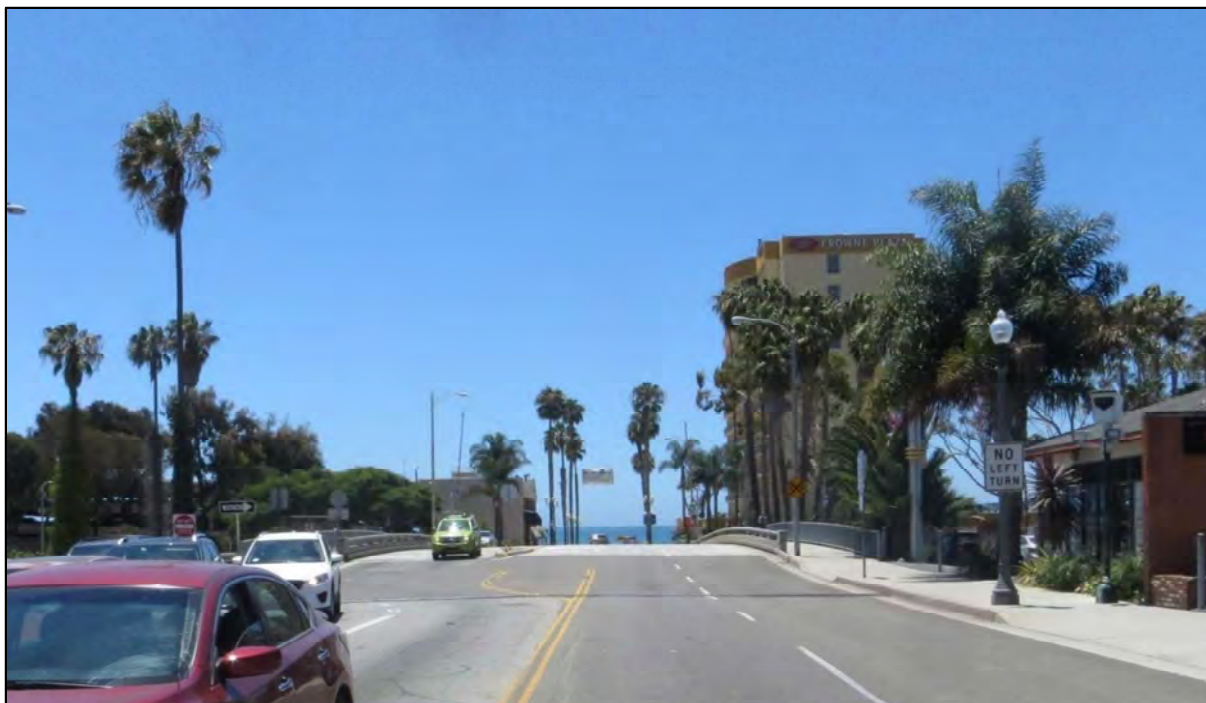


Figure 2-3. Key View #3

Permanent Impacts

As described in the VIA, a Visual Assessment Unit (VAU) has its own visual character and visual quality and is typically defined by a particular viewshed or similar visual character. Three VAUs were identified in the VIA and analyzed to determine the level of resource change and viewer response to implementation of the Build Alternative.

The primary elements of the Build Alternative within VAU #1 include the replacement of the California Street Overcrossing and construction of a new NB off-ramp, which are expected to improve the visual quality of the existing setting (see **Figure 2-4**). The primary element of the Build Alternative within VAU #2 includes the new NB US-101/California Street off-ramp, which would require the removal of an existing restaurant (Tacos el Diablo) and landscaping (see **Figure 2-5**). Within VAU #2, changes to the visual appearance of the corridor itself would be minor; however, the open space created by removal of the restaurant would improve visual quality of the existing setting. The primary elements of the Build Alternative within VAU #3 include the replacement of the California Street Overcrossing and the removal of the existing NB off-ramp and the Rip Curl Surf Company building (see **Figure 2-6**).

Within VAU #3, the new overcrossing railing and lighting would improve visual quality of the existing setting and removal of the Rip Curl Surf Company building would increase the viewshed across the highway. The proposed retaining walls and other hardscape elements would be designed using context sensitive solutions, such as incorporating materials and aesthetic treatments that complement the surrounding landscape features and oceanfront.



Figure 2-4. Visual Assessment Unit #1



Figure 2-5. Visual Assessment Unit #2



Figure 2-6. Visual Assessment Unit #3

The Build Alternative would be consistent with the General Plan’s goal LU-1 to “create a visual gateway to the City of Ventura along US-101. The gateway treatments could include iconic buildings, public art, landscape, and signage.” Therefore, the Build Alternative would not result in any impacts on scenic resources within an officially designated scenic highway (City of Ventura, 2025).

Avoidance, Minimization, and/or Mitigation Measures

Measures VIS-1, VIS-2, and VIS-3 have been included to minimize impacts resulting from implementation of the Build Alternative (see **Appendix C**).

2.2.3 Cultural Resources

Affected Environment

The following discussion incorporates the results of the Construction Groundborne Vibration Technical Memorandum, Archaeological Survey Report (ASR), Extended Phase I Survey Report (XPI), Post-Review Discovery and Monitoring Plan, HRER, Historic Property Survey Report (HPSR), and Finding of No Adverse Effect prepared for the project (Ambient Air Quality and Noise Consulting, 2024c; Duke CRM, 2025a; Duke CRM, 2025b; Duke CRM, 2025c; GPA Consulting, 2025a; GPA Consulting, 2025b; GPA Consulting, 2025c).

Area of Potential Effects

The APE for the project was established in consultation with Caltrans’ Professionally Qualified Staff (PQS) on July 15, 2025. The ADI was established to include all areas where potential ground disturbance would occur. The APE includes all areas that have the potential to be indirectly (e.g., visual, audible, and vibrations from construction-related activities, etc.) affected by the undertaking.

The ADI includes segments of US-101 east of where it crosses Figueroa Street, the current Caltrans ROW, the existing California Street off-ramp, a segment of California Street from Thompson Boulevard to the UPPR tracks, a railroad line, an onramp (Bridge #52-0217K), an overcrossing (Bridge #52-0219) as well as a portion of the following parcels:

- APN 073-0-132-010 (200 South California Street/500 East Thompson Boulevard)
- APN 073-0-126-270 (470 East Thompson Boulevard)
- APN 073-0-126-250 (227 South California Street)
- APN 073-0-126-230 (205 South California Street)
- APN 073-0-126-010 (410 East Thompson Boulevard)

The APE includes all the areas described in the ADI above, a segment of Thompson Boulevard (from Oak Street to Chestnut Street), a segment of Chestnut Street (from Thompson Boulevard to US-101), a railroad bridge (Bridge #52-0178), and the following parcels in their entirety:

- APN 073-0-132-170 (558 East Thompson Boulevard, 564-570 East Thompson Boulevard)
- APN 073-0-132-185 (536 East Thompson Boulevard)
- APN 073-0-132-195 (No Address)

The extent of the vertical APE is a minimum of two feet bgs for removal of existing pavement and roadbed, and a maximum of 50 feet bgs for the retaining wall and bridge piles.

Background Research

On April 14, 2014, archaeologist Eleni Ziogas conducted an archaeological resources records search at SCCIC within a 1-mile radius of the APE. On October 9, 2018, a supplemental archaeological records search was conducted by archeologist Sarah Nava, at SCCIC. These searches identified 21 archaeological sites or isolates within a 1-mile radius of the APE. Of the 21 resources, none are within the APE. Two are adjacent to the APE.

On November 17, 2014, the South Central Coastal Information Center (SCCIC) conducted a built-environment resources records search within a 1/8-mile radius of the APE. On October 9, 2018, Ms. Nava conducted an updated built-environment records search at SCCIC. These records searches identified 16 cultural resource surveys and 14 previously recorded built-environment resources within a 1/8-mile radius of the APE. Of the 14 resources, none are within the APE. Additional research was conducted at the following repositories: City of Ventura Building and Safety Department (building permits); Ventura County Assessor's Office (deeds); Ventura County Library (city directories); Ancestry.com (city directories); and the Los Angeles Public Library (books, newspaper articles, city directories, and Sanborn maps).

Field Surveys

A combined reconnaissance and intensive pedestrian survey was conducted on September 12, 2014 to identify archaeological resources within the APE. No archaeological resources were observed during the field survey; however, intact remnants from the Prehistoric Period, Mission Period, and early American Period resources have been discovered in similar disturbed contexts immediately adjacent to the APE.

An XPI was conducted on August 9 to 11 and 16, 2021 and included mechanical excavation of five trenches. The goal of the XPI was to identify unrecorded archaeological resources and portions of adjacent recorded archaeological resources that may extend into the ADI; define either a portion or the entirety of the horizontal and/or vertical boundaries of any site within the ADI; and determine the level of prior disturbance to any discovered archaeological resource. Based on data derived from the excavations, it was concluded that significant, intact cultural resources, including human remains, were not present in these locations; therefore, it's unlikely that cultural deposits would be encountered during construction.

Pedestrian surveys of the built-environment were conducted on November 4, 2014 and October 11, 2018 to identify built-environment resources over 45 years old within the APE that required evaluation for the NRHP and California Register of Historic Places (CRHR). The pedestrian survey identified eight built-environment resources requiring evaluation for the NRHP and CRHR.

Native American Consultation

Native American Consultation is discussed in Section 4.3.

Interested Parties Outreach

Letters were sent to organizations and interested parties that were identified as having a potential interest in the undertaking on October 15, 2014 including the Museum of Ventura County Research Library, the San Buenaventura Conservancy, and the Ventura County Genealogical Society. The purpose of the letters was to inform each group of the proposed undertaking and to solicit information on known historic properties in the vicinity of the project area. If no response was received, follow-up emails were sent on November 3, 2014.

On November 13, 2018, subsequent outreach letters were sent to the same potentially interested parties to update them on the project and ensure that any new or additional comments were incorporated into the report. No additional built-environment resources were identified through this outreach.

Consultation with public agencies is discussed in Section 4.3.

Properties Identified

Seven built-environment resources were evaluated for the NRHP and CRHR within the APE. Two historical resources were identified within the APE as part of the HRER. One property, the Firestone Station (200 South California Street / 500 East Thompson Boulevard), was determined to be eligible for the NRHP and CRHR at the local level of significance under Criterion A/1 for its association with the Firestone company and under

Criterion C/3 as a quintessential example of a late 1920s Art Deco service station. The second property, the UPRR, is considered eligible for the NRHP for the purposes of this analysis only because full evaluation of the entire line is precluded by its large size and the limited potential for effects. It is considered eligible under Criterion A for its important and direct association with the early history and development of Ventura. Consideration of eligibility was approved after consultation with Caltrans Cultural Studies Office (CSO) on April 23, 2025. They are both historic properties for the purposes of Section 106 of the National Historic Preservation Act of 1966 (Section 106) and historical resources for the purposes of California Environmental Quality Act (CEQA). The remaining five properties were determined not eligible for the NRHP.

Under Section 106 PA Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination. The results of SHPO consultation will be included in the final environmental document. Please refer to the HRER, HPSR, ASR, and XPI reports prepared for the project for more information (GPA Consulting, 2025a; GPA Consulting, 2025b; Duke CRM, 2025a; Duke CRM, 2025b).

Environmental Consequences

No Build Alternative

The No Build Alternative would not result in changes to existing facilities; therefore, there would be no historic properties affected. However, this alternative would not achieve the purpose and need of the project.

Build Alternative

Caltrans applied the Criteria of Adverse Effect to the two properties, as listed in 36 CFR 800.5(a)(2), to determine the level of impact. Of the seven criteria, three apply to the project: Criterion (i), physical destruction or damage to the property; Criterion (iv), a change in character of the property's use or physical features within its setting that contribute to its historic significance, and (v) introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features. Because the Build Alternative would not be inconsistent with the Secretary of the Interior's Standards; remove the properties from their current locations; change the character of the properties' use; result in deterioration of the properties; or result in a change in ownership, the remaining criteria do not apply.

Under criteria (i), vibration generated by construction activities and equipment has the potential to damage buildings and structures; however, the UPRR is highly unlikely to be susceptible to vibration generated by nearby construction and vibration levels during construction of the Build Alternative are not anticipated to exceed the thresholds for damage set by Caltrans for buildings like the Firestone Station (Ambient Air Quality and Noise Consulting, 2024c). Under criteria (iv) and (v), the removal of existing features and construction of new visual elements in the vicinity as part of the Build Alternative would not further diminish the two historic properties' integrity of setting such that they would no longer be eligible for listing in the NRHP, and all other aspects of integrity would remain unchanged.

Caltrans has made a Finding of No Adverse Effect (FNAE) for this property and is coordinating with the State Historic Preservation Officer (SHPO) for concurrence on this

finding (GPA Consulting, 2025c). In accordance with Section 106 PA Stipulation X, Caltrans would continue consultation with CSO and/or SHPO in the future on the assessment of effects. The results of SHPO consultation will be included in the final environmental document.

Avoidance, Minimization, and/or Mitigation Measures

Measures CUL-1, CUL-2, and CUL-3 have been included to minimize impacts resulting from implementation of the Build Alternative (see **Appendix C**).

2.2.4 Hazardous Waste/Materials

The following discussion incorporates the results of the Phase I Initial Site Assessment (ISA) and Site Investigation Completion Report prepared for the project (Engeo Inc., 2022; Rincon Consultants, Inc., 2021).

Affected Environment

According to published topographic maps, site grades within the project area range from approximately 25 to 35 feet in elevation. According to the State Water Resources Control Board Geotracker and the Department of Toxic Substances Control Envirostor, there are five hazardous waste sites within 0.5 mile of the project area; however, all these sites are listed as closed cases. A site reconnaissance and records search found two recognized environmental concerns. Documentation or physical evidence of possible soil and groundwater impairments associated with the use or past use of the property were found. Prior to ground disturbance associated with the Build Alternative, additional surveys and investigations would need to be conducted to determine the presence of hazardous materials (i.e. buried underground tanks, contaminated groundwater, asbestos, and lead-based paint) (Engeo Inc., 2022). Please refer to Sections 2.0 through 4.0 of the ISA and Appendix C prepared for this project for more information (Engeo Inc., 2022). A Site Investigation Completion Report was completed in 2021 and found concentrations of Aerially Deposited Lead (ADL) along the highway shoulders above the soluble threshold level concentration (Rincon Consultants, Inc., 2021).

Environmental Consequences

No Build Alternative

The No Build Alternative would not result in changes to existing facilities; therefore, there would be no direct impact related to hazards and hazardous materials. However, this alternative would not achieve the purpose and need of the project.

Build Alternative

Construction Impacts

While the five hazardous waste sites within 0.5 mile of the project area were listed as closed cases two recognized environmental concerns were identified. During construction, ground disturbance could result in a release of hazardous materials related to the two recognized environmental concerns identified within the project area. Because ADL is present in the shallow soil beneath the site, and pursuant to Caltrans requirements, a Lead Compliance Plan (LCP) would be prepared prior to construction (Rincon Consultants, Inc., 2021). Measures would be implemented to avoid or minimize impacts

related to hazards and hazardous materials. Therefore, the Build Alternative is not anticipated to result in temporary adverse impacts related to hazardous waste/materials.

Permanent Impacts

Once constructed, the Build Alternative would not result in the release of any hazardous waste or materials. Therefore, the Build Alternative is not anticipated to result in permanent adverse impacts related to hazardous waste/materials.

Avoidance, Minimization, and/or Mitigation Measures

Measures HAS-1, HAZ-2, HAZ-3, and HAZ-4 have been included to minimize impacts resulting from implementation of the Build Alternative (see **Appendix C**).

2.2.5 Air Quality

The following discussion incorporates the results of the Air Quality Report (AQR) prepared for the project (Ambient Air Quality and Noise Consulting, 2024a).

Affected Environment

The project is in the South Central Coast Air Basin (SCCAB), which is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). The SCCAB is currently designated as a nonattainment area with respect to the state and federal ozone (O₃) standards and state Particulate Matter less than 10 microns in diameter (PM₁₀) standards. The VCAPCD measures ambient concentrations of pollutants to determine if they meet air quality standards. The nearest monitoring station to the project is the El Rio Mesa School #2 station, approximately nine miles east of the project area. The station provides measures for O₃, particulate matter less than 2.5 microns in diameter (PM_{2.5}), PM₁₀, and nitrogen dioxide (NO₂). Additionally, the Las Flores Canyon station was used as the closest ambient monitoring station for carbon monoxide (CO). As described in the AQR, state and federal O₃ standards were exceeded on several occasions during the past five years. The federal standards for particulates have also been exceeded on various occasions during the past five years. Please refer to Chapter 3 of the AQR prepared for this project for more information (Ambient Air Quality and Noise Consulting, 2024a).

Environmental Consequences

No Build Alternative

The No Build Alternative would not result in changes to existing facilities; therefore, there would be no direct impact on existing or projected future mobile-source CO concentrations that would be projected to exceed federal or state CO standards. However, this alternative would not achieve the purpose and need of the project.

Build Alternative

Regional and Project-Level Conformity

The conformity requirement is based on the Federal Clean Air Act (FCAA) Section 176(c), which prohibits the United States Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to a State Implementation Plan (SIP) for attaining the National Ambient Air Quality Standards (NAAQS). “Transportation Conformity” applies to highway and

transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. A proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS. In California this includes CO, NO₂, O₃, and PM (PM₁₀ and PM_{2.5}). Regional conformity is based on emission analysis from Regional Transportation Plans (RTP) and the Federal Transportation Improvement Program (FTIP), which include all transportation projects planned for a region over a period of at least 20 years (RTP) and four years (FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that FCAA SIP requirements are met. If the conformity analysis is successful, the Metropolitan Planning Organization, FHWA, and Federal Transit Administration (FTA) determine that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained.

Project-level conformity is achieved by demonstrating that:

- The project comes from a conforming RTP and Transportation Improvement Program.
- The project has a design concept and scope that has not changed significantly from those in the RTP and Transportation Improvement Program. "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.
- Project analyses have used the latest planning assumptions and U.S. Environmental Protection Agency-approved emissions models.
- In PM areas, the project complies with any control measures in the SIP.

Additional analyses (known as hot-spot analyses) may be required for projects in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

The project is listed in the Southern California Association of Governments (SCAG) 2025 FTIP. The most recent federally-approved amendment to the 2025 FTIP is Amendment #25-15. The FHWA and FTA issued a regional conformity determination approval for the 2025 FTIP Amendment #25-15 on November 11, 2025. However, the project is not listed in the 2025 FTIP Amendment #25-15 because there has been no change to the project since the 2025 FTIP was approved on December 16, 2024.

The project is also included in the SCAG 2024-2050 RTP/Sustainable Communities Strategy (SCS). The project is identified in the 2024-2050 RTP/SCS and the 2025 FTIP as ID # VEN010202. The most recent amendment to the Connect SoCal 2024 RTP/SCS

is Amendment #1, which was adopted by SCAG on September 5, 2024. The Connect SoCal 2024 RTP/SCS Amendment #1 received federal regional conformity determination approval on December 16, 2024.

Construction Impacts

Construction of the Build Alternative would generate maximum daily emissions of approximately 6.6 pounds per day (lbs/day) of reactive organic gases (ROG), 60.5 lbs/day of CO, 63.5 lbs/day of nitrous oxide (N₂O), 7.6 lbs/day of PM₁₀, and 3.4 lbs/day of PM_{2.5} (see Tables 4-1 and 4-4 in the AQR). Additionally, construction activities would not last for more than five years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis. Avoidance and minimization measures would be implemented to reduce pollutant emissions. Therefore, the Build Alternative would not result in temporary substantial adverse impacts related to air quality.

Permanent Impacts

Under Opening Year (2030) and Design Year (2050) conditions, the Build Alternative would result in an increase of operational emissions as compared to the No-Build Alternative (see Table 4-2 in the AQR). As depicted in Table 4-3 of the AQR the No-Build Alternative would result in an approximately 16 percent decrease in mobile-source greenhouse gas (GHG) emissions under Opening Year (2030) conditions and approximately 21 percent decrease under Design Year (2050) conditions. However, the Build Alternative would improve traffic conditions in the project area and would also result in a 15 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and an approximately 21 percent decrease under Design Year (2050) conditions compared to existing conditions. Under Opening Year (2030) and Design Year (2050) conditions, the Build Alternative would result in an approximately one percent increase of mobile-source GHG emissions as compared to the No-Build Alternative (see Table 4-3 in the AQR). The Build Alternative is included in the 2024-2050 RTP/SCS and the 2025 FTIP. The air quality conformity analyses prepared for the 2024-2050 RTP/SCS and the 2025 FTIP were found to conform to state air quality regulations.

Aerially-deposited lead has the potential to be in the project area. Therefore, the project would be conducted in compliance with Caltrans Standard Specifications including, but not limited to, Section 7-1.02K(6)(j)(ii) and 14-11.12 which would require appropriate disposal of lead-based paint and/or yellow thermoplastic striping in compliance with the U.S. EPA and air district regulations. Construction would generate minor source odors primarily from diesel engines; however, because they would be temporary and disperse rapidly with distance from the source, these odors would not be anticipated to result in frequent exposure of existing receptors to objectionable odorous emissions. Based on CO protocol and analysis, the Build Alternative would not contribute to existing or projected future mobile-source CO concentrations exceeding federal or state CO standards. Based on the Mobile Source Air Toxics (MSAT) Analysis, the Build Alternative would not result in a proportional amount of MSAT emitted compared to VMT. For the Build Alternative, emissions are expected to be lower than present levels in the Design Year (2050) conditions because of national control programs projected to reduce annual MSAT emissions by over 76 percent from 2020 to 2060. The magnitude of MSAT

reductions would be far greater and would ultimately be lower in the future compared to existing conditions. There is no naturally-occurring asbestos in the county, and other sources of asbestos are not expected to be in the project area (Ambient Air Quality and Noise Consulting, 2024a). Therefore, the Build Alternative would not result in permanent substantial adverse impacts related to air quality.

Avoidance, Minimization, and/or Mitigation Measures

Measures AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, AQ-6, AQ-7, AQ-8, AQ-9, and AQ-10 have been included to minimize impacts resulting from implementation of the Build Alternative (see **Appendix C**).

2.2.6 Noise and Vibration

The following discussion incorporates the results of the Noise Study Report (NSR), Construction Groundborne Vibration Technical Memorandum and Noise Abatement Decision Report (NADR) prepared for the project (Ambient Air Quality and Noise Consulting, 2024b; Ambient Air Quality and Noise Consulting, 2024c) (David Evans & Associates, Inc., 2025).

Affected Environment

Existing land uses that could be subject to construction noise and vibration impacts in the project area include a mix of residential and commercial. Structures in the project area include one historic structure, older residential structures, and a hotel. Noise measurements are described in terms of decibels (dB), a unit used to measure the intensity of a sound, and A-weighted decibels (dBA), the relative loudness of sounds as perceived by the human ear.

Existing average noise measurements in the project area range from 58.5 (dBA to 82.2 dBA for short-term measurements and 76.6 to 86.8 dBA for long-term measurements. All predicted noise levels include the addition of ambient background community noise level, which is 51 dBA. Under 23 CFR 772 noise abatement must be considered a Type I project if the project is predicted to result in a traffic noise impact. Traffic noise impacts occur when the predicted noise level in the design-year approaches or exceeds the noise abatement criteria specified or a predicted noise level substantially exceeds the existing noise level. In such cases 23 CFR 772 requires that the project sponsor consider noise abatement before adoption of the final NEPA document. Please refer to Chapter 6 of the NSR prepared for this project for more information (Ambient Air Quality and Noise Consulting, 2024b).

Environmental Consequences

No Build Alternative

The No Build Alternative would not result in changes to existing facilities; therefore, there would be no direct impact on noise and vibration. However, this alternative would not achieve the purpose and need of the project.

Build Alternative

Construction Impacts

During construction of the Build Alternative, noise from construction activities may

intermittently dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 80 to 89 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about six dB per doubling of distance. Construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02. Construction noise would be short-term, intermittent, and overshadowed by local traffic noise. Pile driving would be conducted in accordance with Caltrans Standard Specifications Section 49, which sets guidelines and safety protocols during pile driving. Proposed pile driving and drilling activities would be limited to the daytime hours. The predicted groundborne vibration levels associated with pile driving and other construction equipment would not exceed Caltrans vibration criteria for human annoyance or structural damage to historic and older structures. Damage associated with groundborne vibration levels to historic structures would have to be over 0.25 in/sec peak particle velocity (ppv). Groundborne vibration levels associated with pile driving in the project area would be 0.10 in/sec ppv or less and therefore, would not result in structural damage to historic or older structures. (Ambient Air Quality and Noise Consulting, 2024c). Therefore, the Build Alternative is not anticipated to result in temporary adverse impacts related to noise.

Permanent Impacts

The project is categorized as a Type I project. Table B-1 in Appendix B of the NSR summarizes the traffic noise modeling results for existing conditions and Design Year (2050) conditions under the No-Build Alternative and Build Alternative (Ambient Air Quality and Noise Consulting, 2024b). The traffic noise modeling results in Table B-1 indicate that worst-hour traffic noise levels at the modeled receivers in the 20-year post-opening (2050) conditions are predicted to be in the range of 51 to 81 dBA hourly equivalent continuous sound level ($L_{eq}(h)$). Under the Build Alternative, noise level changes are predicted to range between minus one dB and one dB under Design Year (2050) conditions, when compared to the No-Build Alternative.

The results in Table B-1 indicate that noise levels at three receivers would approach or exceed their respective noise abatement criteria under both the No-Build Alternative and Build Alternative.

The Caltrans Noise Analysis Protocol requires a District NADR to be completed during the environmental process. The NADR becomes the proposed noise abatement decision unless compelling information received during the public review or final design process indicates it should be changed. If changes are required, the final noise abatement decision is identified in the final environmental document. Noise abatement must be considered feasible and reasonable. To be considered acoustically feasible, it must be predicted to provide at least a 5-dB minimum reduction at an impacted receptor. To be considered reasonable, the cost of the noise abatement measure must not exceed the cost allowance, determined by the number and type of affected properties, and must not negatively impact viewpoints of the benefited receptors. For a sound wall to be considered reasonable abatement must be predicted to provide at least seven dB of noise reduction at one or more receptors. Section 7.2 of the NSR presents a preliminary noise abatement analysis; if installed, noise barriers would achieve at least seven dBA reduction in noise at sensitive receptors in the project area. Section 3 of the 2025 NADR identified that Noise Barrier 2, which would include a 250-foot-long sound wall with barrier heights of eight to

16 feet, would achieve the seven dBA reduction and the noise abatement would not exceed the cost allowance (David Evans & Associates, Inc., 2025). Therefore, the noise abatement option would be considered feasible and reasonable.

During the public review period, feedback received from the community and property owners would need to indicate broad support for the soundwalls recommended as a part of the project. If support is not received, the proposed noise measures could change or may not be provided if the project changes substantially during the design phase.

Noise abatement measures must go through the federal process to be incorporated into the project; they are also subject to local approvals, including approvals during the Coastal Development Permitting process. Since noise abatement is considered both reasonable and feasible, with implementation of noise abatement and avoidance and minimization measures, the Build Alternative is not anticipated to result in adverse impacts related to permanent noise impacts.

Avoidance, Minimization, and/or Mitigation Measures

Measure NOI-1 has been included to minimize impacts resulting from implementation of the Build Alternative (see **Appendix C**).

2.2.7 Energy

Affected Environment

The project area includes an existing transportation facility with street lighting. The project area currently does not require any additional energy resources to operate.

Environmental Consequences

No Build Alternative

The No Build Alternative would not result in changes to existing facilities; therefore, there would be no direct impact on energy. However, this alternative would not achieve the purpose and need of the project.

Build Alternative

Construction Impacts

Construction would be conducted over approximately 18 months. Construction vehicles and equipment (e.g., generators) would use fuel (gasoline and diesel) and electricity to operate. Equipment would be compliant with California Air Resources Board (CARB) standards. In addition, construction would be compliant with CARB emission standards, which would minimize wasteful or inefficient energy consumption during construction. The project would be constructed in compliance with applicable CARB regulations regarding retrofitting, repowering, or replacing diesel off-road construction equipment. In addition, construction would be conducted in compliance with state regulations (California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3)) that limit the construction vehicle idling times to no more than five minutes.

Permanent Impacts

Long-term operational emissions would include operation of motor vehicles along the roadway and lighting on the roadway. The project would include replacement lighting that

would require a similar use of energy to the existing lighting. According to the Governor's Office of Planning and Research, projects that include rehabilitation and repairs designed to improve the conditions of existing transportation are considered a type of project that does not lead to a considerable increase in VMT since the purpose of these projects is not to increase roadway capacity. The project would not result in a considerable increase in VMT and operation of the project would not result in any additional direct energy usage. Therefore, the Build Alternative would not result in permanent substantial adverse impacts related to energy.

Avoidance, Minimization, and/or Mitigation Measures

Measure GHG-1, GHG-2, GHG-3, GHG-4, GHG-5, GHG-6, GHG-7, GHG-8, GHG-9, GHG-10, GHG-11, GHG-12, GHG-13, and GHG-14 have been included to minimize impacts resulting from implementation of the Build Alternative (see **Appendix C**).

Chapter 3 California Environmental Quality Act Evaluation

3.1 DETERMINING SIGNIFICANCE UNDER CEQA

The project is subject to federal, as well as state and local, environmental review requirements because the City proposes the use of federal funds from the FHWA and/or the project requires an approval from FHWA. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. Caltrans is the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other actions required by applicable federal environmental laws for this project is being, or has been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding (MOU) dated December 23, 2016, and executed by FHWA and Caltrans.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement (EIS), or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.1.1 Mitigation Measures for Significant Impacts under CEQA

A full list of measures is available in **Appendix C**.

3.2 CLIMATE CHANGE

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to GHG emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research

of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO₂), methane (CH₄), N₂O, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFC). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO₂.

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

3.2.1 Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to [Caltrans' Standard Environmental Reference \(SER\), Chapter 16, Climate Change](#).

Federal

To date, no nationwide numeric mobile-source GHG reduction targets have been established; however, federal agencies are mandated to consider the effects of climate change in their environmental reviews.

NEPA (42 USC Part 4332) is the basic national charter for protection of the environment which establishes policy, sets goals, and provides direction for carrying out the policy. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to deciding on the action or project. In May 2024, the White House Council on Environmental Quality issued the NEPA Implementing Regulations Revisions Phase 2 (89 Fed. Reg. 35442). The CEQ regulations do not establish numeric thresholds of significance, but mandate that federal agencies consider the effects of climate change in their environmental reviews, including direct, indirect, and cumulative impacts. The CEQ regulations further require that agencies quantify (GHG) emissions, where feasible, from the proposed action and alternatives. The regulations also direct agencies to identify reasonable alternatives that reduce climate change-related effects.

The FHWA recognizes the threats that extreme weather, sea level rise, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset

management, project development and design and operations and maintenance practices (Federal Highway Administration, 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability” (Federal Highway Administration, 2022). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Early efforts by the federal government to improve fuel economy and energy efficiency to address climate change and its associated effects include the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy Standards. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration sets and enforces corporate average fuel economy standards for on-road motor vehicles sold in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers and sets related GHG emissions standards for vehicles under the FCAA. Raising Corporate Average Fuel Economy standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (United States Department of Transportation, 2014). These standards are periodically updated and published through the federal rulemaking process.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple senate and assembly bills and EOs.

In 2005, EO S-3-05 initially set a goal to reduce California’s GHG emissions to 80 percent below year 1990 levels by 2050, with interim reduction targets. Later EOs and assembly and senate bills refined interim targets and codified the emissions reduction goals and strategies. The CARB was directed to create a climate change scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” Ongoing GHG emissions reduction was also mandated in Health and Safety Code (H&SC) Section 38551(b). In 2022, the California Climate Crisis Act was passed, establishing state policy to reduce statewide human-caused GHG emissions by 85 percent below 1990 levels, achieve net zero GHG emissions by 2045, and achieve and maintain negative emissions thereafter.

Beyond GHG reduction, the state maintains a climate adaptation strategy to address the full range of climate change stressors and passed legislation requiring state agencies to consider protection and management of natural and working lands as an important strategy in meeting the state’s GHG reduction goals.

3.2.2 Environmental Setting

The project area is within a well-developed road and street network and surrounded mainly by commercial and residential buildings. The California Street NB off-ramp, US-101, and surrounding roads are heavily used during peak hours.

GHG Inventories

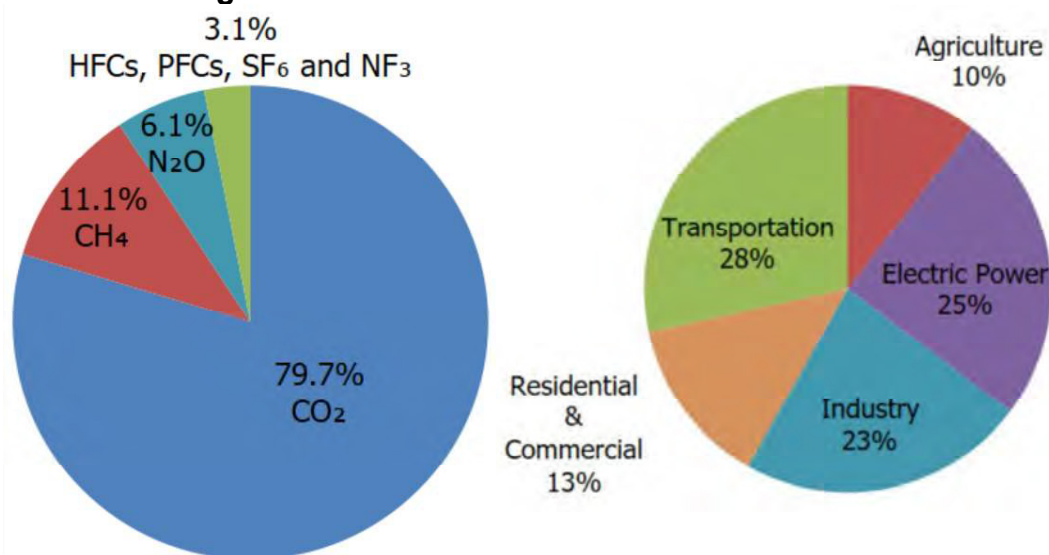
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals.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

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489.0 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. Land Use, Land Use Change, and Forestry provide a carbon sink equivalent to 15 percent of total United States emissions in 2022 (United States Environmental Protection Agency, 2024a). While total GHG emissions in 2022 were 17 percent below 2005 levels, they increased by one percent over 2021 levels. Of these, 80 percent were CO₂, 11 percent were CH₄, and six percent were N₂O; the balance consisted of fluorinated gases. From 1990 to 2022, CO₂ emissions decreased by only two percent (United States Environmental Protection Agency, 2024a).

The transportation sector's share of total GHG emissions remained at 28 percent in 2022 and continues to be the largest contributing sector (see **Figure 3-1**). Transportation activities accounted for 37 percent of U.S. CO₂ emissions from fossil fuel combustion in 2022. This is a decrease of 0.5 percent from 2021 (United States Environmental Protection Agency, 2024a).

Figure 3-1. U.S. 2022 Greenhouse Gas Emissions



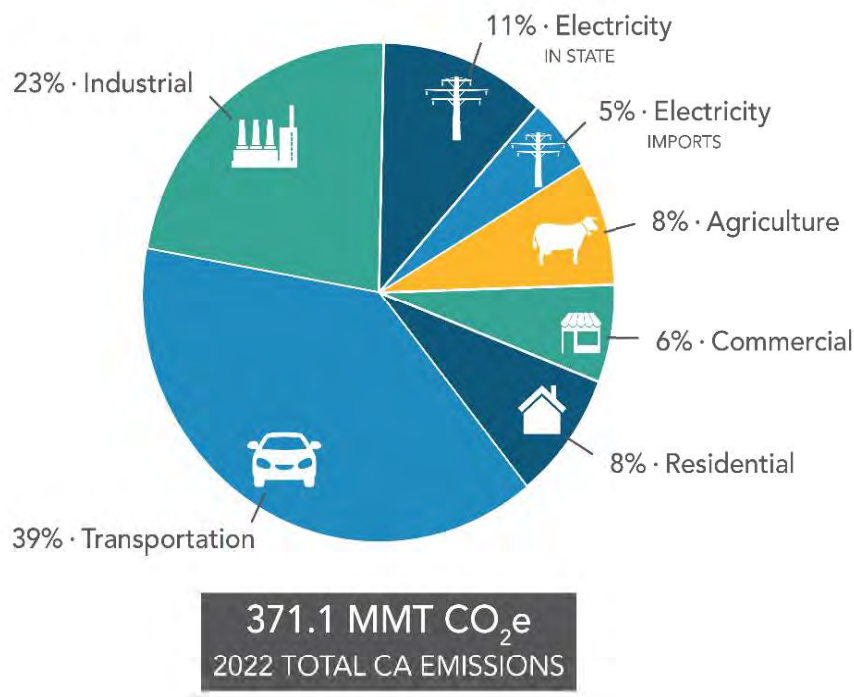
(Source: (United States Environmental Protection Agency, 2024a)

State Greenhouse Gas Inventory

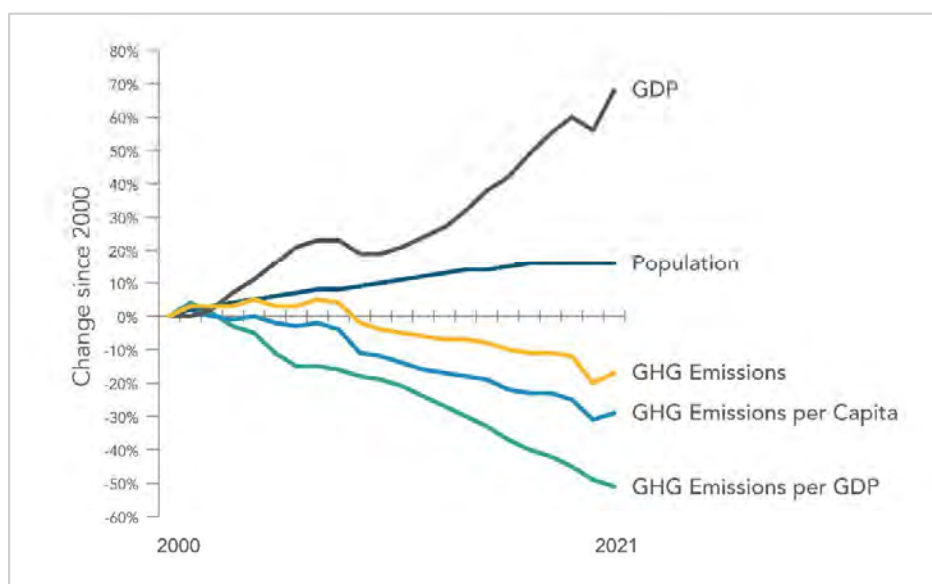
CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. Overall statewide GHG emissions declined from 2000 to 2021 despite growth in population and state economic output (**Figure 3-2**). Transportation emissions remain the largest contributor to GHG emissions in the state (**Figure 3-3**) (California Air Resources Board, 2022a).

Assembly Bill 32 (AB 32) required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every five years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. CARB adopted the first scoping plan in 2008. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The *2022 Scoping Plan for Achieving Carbon Neutrality*, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (California Air Resources Board, 2022b).

Figure 3-2. California 2022 Greenhouse Gas Emissions by Economic Sector



Source: (California Air Resources Board, 2022a)

Figure 3-3. Change in California Greenhouse Gas Emissions

Source: (California Air Resources Board, 2022a)

Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008*, CARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations to achieve and reporting how they will be met in the 2024-2050 SCAG RTP/SCS (see **Table 3-1**). Targets are set at a percentage reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is in the 2024-2050 SCAG RTP/SCS. The regional reduction target for SCAG is 19 percent by 2035 (California Air Resources Board, 2024).

Table 3-1. Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
<i>Southern California Association of Governments) 2024-2050 RTP/Sustainable Communities Strategy</i>	- Goal 51 (Environment): Reduce hazardous air pollutions and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts - Goal 53 (Environment): Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities. - Goal 54 (Environment): Accelerate the deployment of a zero-emission transportation system and use near zero-emission technology to offer short-term benefits where zero-emission solutions are not yet feasible or commercially viable. - Goal 65 (Environment): Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors.

3.2.4 Project Analysis

GHG emissions from transportation projects include those produced during operation and use of the State Highway System (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector. GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO₂ is the most important GHG, and amounts of other gases are expressed relative to CO₂ using a metric called “carbon dioxide equivalent” or CO₂e. The global warming potential of CO₂ is assigned a value of one and the GWP of other gases is assessed as multiples of CO₂.

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

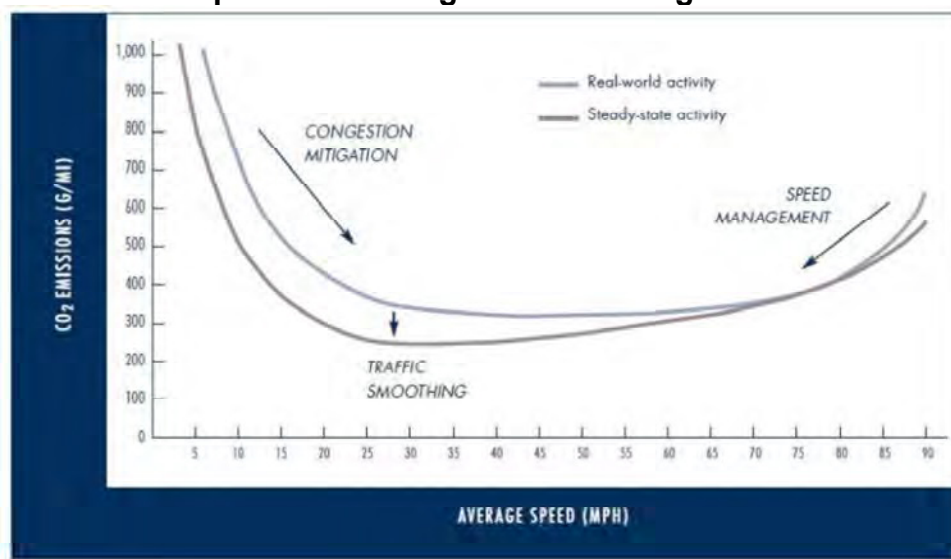
To make this determination, a project's incremental impacts must be compared with effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases necessarily contributes to a significant cumulative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

Operational Emissions

The National GHG Inventory for 2022 reported that 80 percent of all U.S. GHG emissions in 2022 consisted of CO₂, and fossil fuel combustion for transportation accounted for 35 percent of those CO₂ emissions. Most (37 percent) transportation-related CO₂ was from operating light-duty trucks, 23 percent from medium- and heavy-duty trucks and buses, and 20 percent from passenger cars. The remainder of emissions came from other modes and off-road sources (United States Environmental Protection Agency, 2024a). Because CO₂ emissions represent the greatest percentage of GHG emissions, it has been selected as a proxy for the following analysis for potential climate change impacts.

The highest levels of CO₂ from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour (see **Figure 3-4**). To the extent that a project enhances operational efficiency and improves travel times in high-congestion travel corridors, GHG emissions, particularly CO₂, may be reduced, provided that improved travel times do not induce additional VMT.

Four primary strategies can reduce GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower GHG emitting fuels, and 4) improving vehicle technologies and efficiency. To be most effective, all four strategies should be pursued concurrently.

Figure 3-4. Traffic Operation Strategies in Reducing On-road CO₂ Emissions

(Source: Barth and Boriboonsomsin 2010)

The purpose of the project is to relieve traffic congestion at the NB US-101/California Street off-ramp and California Street/Thompson Boulevard intersection and improve traffic flow. The project would also improve safety and ensure the continuation of access to service areas for existing public services in the community; however, this would not result in regional or community growth. According to the Governor's Office of Planning and Research, projects that include rehabilitation and repairs designed to improve the conditions of existing transportation are considered a type of project that does not lead to a considerable increase in VMT since the purpose of these projects is not to increase roadway capacity. The project would not result in a considerable increase in VMT and operation of the project would not result in any additional direct energy usage.

The project is predicted to increase mobile-source GHGs by approximately one percent for Opening Year (2030) and Design Year (2050) conditions. The project would result in a minimal increase in operational GHG emissions when compared to existing conditions.

Quantitative Analysis

CARB developed the EMFAC model to facilitate preparation of statewide and regional mobile source emissions inventories. The model generates emissions rates that can be multiplied by vehicle activity data from all motor vehicles, from passenger cars to heavy-duty trucks, operating on highways, freeways, and local roads in California. EMFAC has a rigorous scientific foundation, has been approved by U.S. EPA, and has been vetted through multiple stakeholder reviews. Caltrans developed CT-EMFAC to apply project-specific factors to CARB's model.

EMFAC's GHG emission rates are based on tailpipe emissions test data and the model does not account for factors such as the rate of acceleration and vehicle aerodynamics, which influence the amount of emissions generated by a vehicle. GHG emissions quantified using CT-EMFAC are therefore estimates and may not reflect actual on-road emissions. The model does not, however, account for induced travel. Modeling GHG estimates with EMFAC or CT-EMFAC nevertheless remains the most precise means of

estimating future greenhouse gas emissions. While CT-EMFAC is currently the best available tool for calculating GHG emissions from mobile sources, it is important to note that the GHG results are only useful for a comparison of alternatives.

Long-term operational GHG emissions resulting from the project would include operation of motor vehicles along the roadway. Emissions were quantified using the EMFAC 2021 version 1.0.2 computer program based using traffic data generated for the project. Operation emissions for motor vehicles were quantified for existing, Opening Year (2030) conditions, and Design Year (2050) conditions. As depicted in **Table 3-2**, existing mobile-source GHG emissions within the project area total 8,041 Metric tons of Carbon Dioxide equivalent (MTCO_{2e})/year. Under the No-Build Alternative under Opening Year (2030) and Design Year (2050) conditions, mobile-source GHG emissions within the project area are predicted to be approximately 6,785 MTCO_{2e} per year and 6,383 MTCO_{2e} per year, respectively. In comparison to existing conditions, the No-Build Alternative would result in an approximately 16 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and an approximate 21 percent decrease under Design Year (2050) conditions.

Table 3-2: Comparative Greenhouse Gas Emission and Traffic Conditions

Alternative	Modeled CO _{2e} Emissions (metric tons/year)	Difference Build vs. No Build (metric tons/year)	Change from Existing/Baseline + or - (metric tons/year)	Annual Vehicle Miles Traveled ^a
Existing (2018) Conditions	8,041.17	–	NA	17,913,250
Opening Year Conditions (2030)				
No Build	6,785.14	--	-1,256.03 (-16%)	18,983,667
Build Alternative 1	6,862.29	77.15 (1%)	-1,178.88 (-15%)	19,278,366
Design Year (2050) Conditions				
No Build	6,383.25	–	-1,657.92 (-21%)	22,698,298
Build Alternative 1	6,477.64	94.39 (1%)	-1,563.53 (-19%)	23,139,070

Source: EMFAC or CT EMFAC (2021)

CO₂ = carbon dioxide

CO_{2e} = CO₂, N₂O, CH₄ [provide all GHGs included in the model's calculation of CO_{2e}]

^a Annual vehicle miles traveled (VMT) values derived from Daily VMT values multiplied by 347, per ARB methodology (ARB 2008: I-19).

With innovations such as longer pavement life, improved TMPs, and changes in materials, the GHG emissions produced may be further reduced, to some degree, by longer intervals between maintenance and rehabilitation events during operation. These features would reduce project-generated increases in GHGs.

Construction Emissions

Material processing and transportation, on-site construction equipment, and traffic delays would result in GHG emissions during construction. Emission levels would vary throughout the construction phase; their frequency and occurrence could be reduced

through innovations in plans and specifications and by implementing better traffic management during construction phases. Construction-related GHG emissions are only produced for a short time; however, 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.

Construction would be conducted over an approximately 18-month period and would generate a total of approximately 2,061 MTCO_{2e}. The project would be constructed in compliance with applicable state, federal, and/or local rules and regulations. Compliance with Caltrans’ Standard Specifications, Section 14-9 and Caltrans nonstandard special provision 14-9.05, would require compliance with air-pollution-control rules, regulations, ordinances, and statutes, including CARB’s emission-reduction requirements and idling limitations for construction equipment and vehicles. These measures would result in reductions in construction-generated GHG emissions. The following measure would also be implemented to reduce air quality impacts resulting from construction activities.

- The construction contractor must comply with Caltrans’ Standard Specifications in Section 14-9 (2023). Caltrans’ specification requirements should effectively reduce and control emission impacts during construction. Section 14-9-02 and Caltrans nonstandard special provision 14-9.05 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

CEQA Conclusion

Construction would generate GHG emissions; however, emissions are expected to be negligible. In addition, compliance with Caltrans’ Standard Specifications in Section 14-9 would result in a less than significant impact.

Long-term GHG emissions would result from the operation of motor vehicles along roadways within the project area. Motor vehicle emissions were quantified for existing, Opening Year (2030) and Design Year (2050) conditions. Existing mobile-source GHG emissions in the project area total approximately 8,041 MTCO_{2e} per year. Under the No-Build Alternative under Opening Year (2030) and Design Year (2050) conditions, mobile-source GHG emissions are predicted to total approximately 6,785 MTCO_{2e} per year and 6,383 MTCO_{2e} per year, respectively. In comparison to existing conditions, the No-Build Alternative would result in an approximately 16 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and an approximately 21 percent decrease under Design Year (2050) conditions. In comparison to No-Build Alternative conditions, the project is projected to result in an increase in mobile-source GHGs of approximately one percent under both Opening Year (2030) and Design Year (2050) conditions. This increase would be negligible. Additionally, in comparison to existing conditions, the Build Alternative would result in an approximately 15 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and an approximately 19 percent decrease under Design Year (2050) conditions. The project would result in a decrease in mobile-source GHG emissions. Therefore, the project would result in a less than significant impact related to the generation of greenhouse gas emissions. Caltrans is firmly committed to implementing measures to help reduce GHG

emissions. These measures are outlined in the following section.

3.2.5 Greenhouse Gas Reduction Strategies

Statewide Efforts

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

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research identified five sustainability pillars in a 2015 report: (1) increasing the share of renewable energy in the state's energy mix to at least 50 percent by 2030; (2) reducing petroleum use by up to 50 percent by 2030; (3) increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) reducing emissions of short-lived climate pollutants; and (5) stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (California Governor's Office of Planning and Research, 2015).

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

In addition, SB 1386 established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove CO₂ from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

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

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as CARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32.

EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on EOs signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency, 2021).

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (California Natural Resources Agency, 2022).

Caltrans Strategic Plan

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

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) established a policy to ensure coordinated efforts to incorporate climate change into Caltrans decisions and activities. Other Director's policies promote energy efficiency, conservation, and climate change, and commit Caltrans to sustainability practices in all planning, maintenance, and operations. Caltrans' Greenhouse Gas Emissions and Mitigation Report provides a comprehensive overview of Caltrans' emissions and current Caltrans procedures and activities that track and reduce GHG emissions. It identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Caltrans and state goals.

Project-Level GHG Reduction Strategies

The following measures would be implemented to reduce GHG emissions and potential

climate change impacts from the project:

- AQ-1 Construction of the project would be required to comply with Caltrans' Standard Specification (2023). Caltrans' specifications requirements are a required part of construction contracts and should effectively reduce and control emission impacts during construction. Caltrans' Standard Specifications, Section 14-9 and Caltrans nonstandard special provision 14-9.05, specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
- AQ-2 In accordance with VCAPCD Rule 55 (Fugitive Dust Control), fugitive dust control measures would be applied.
- AQ-3 All trucks that are to haul excavated or graded material on site would be required to comply with State Vehicle Code Section 23114 regarding the prevention of material spilling onto public streets and roads.
- AQ-4 For improved fuel efficiency from construction equipment:
- Maintain equipment in proper tune and working condition
 - Use right sized equipment for the job
 - Use equipment with new technologies
- AQ-5 Supplemental existing construction environmental training with information on methods to reduce GHG emissions related to construction.
- AQ-6 Use accelerated bridge construction method (Reduces construction windows, uses more precast elements that in turn reduce need for additional falsework, forms, bracing, etc.)
- AQ-7 Salvage rebar from demolished concrete and process waste to create usable fill.
- AQ-8 Reduce construction waste. For example, reuse or recycle construction and demolition waste (reduces consumption of raw materials, reducing waste and transportation to landfill; saves costs).
- AQ-9 Use recycled water or reduce or consumption of potable water for construction.
- AQ-10 Replace lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.
- GHG-1 Limit idling to five minutes for delivery and dump trucks and other diesel-powered equipment.
- GHG-2 Schedule truck trips outside of peak morning and evening commute hours.
- GHG-3 Use alternative fuels such as renewable diesel for construction equipment.
- GHG-4 Earthwork balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.
- GHG-5 Supplement existing construction environmental training with information on

methods to reduce GHG emissions related to construction.

- GHG-6 Recycle existing project features on-site.
- GHG-7 Reduce construction waste.
- GHG-8 Use recycled water or reduce consumption of potable water for construction.
- GHG-9 Specify Long-Life Pavement. Minimize life-cycle costs by designing long-lasting pavement structures. Consider future climate conditions in decisions.
- GHG-10 Use permeable pavements to reduce “urban heat islands.” The void structure of pervious concrete acts as insulation and prevents the pavement from storing heat that would otherwise raise air temperatures (resulting in a greater use of air conditioning in nearby buildings).
- GHG-11 Replace lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.
- GHG-12 Use water-efficient technologies for landscaping, building operations, etc. such as drought-tolerant landscaping, drip irrigation with moisture sensors, and water-saving fixtures such as low-flow toilets in structures.
- GHG-13 Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.
- GHG-14 Avoid an ultimate (new trees at projected maturity) net loss of tree canopy within the project limits through a combination of preservation and new planting. Trees sequester carbon and provide cooling shade.
 - Replace removed trees at a minimum 1 to 1 ratio.
 - If overall available planting area has been reduced, compensate for trees lost with trees either nearby or off-site.
- GHG-15 Design and install long-life pavement structures to minimize life-cycle costs. Consider future climate conditions in decisions. (E.g., areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting more frequent freezing temperatures.)
- GHG-16 Alternatives that match existing grade as much as possible are preferred; reduces earthwork.

3.2.6 Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by

location and may, in the most extreme cases, require that a facility be relocated or redesigned. Furthermore, the combined effects of transportation projects and climate stressors can exacerbate the impacts on vulnerable communities in a project area. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

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

The *Fifth National Climate Assessment*, published in 2023, presents the most recent science and “analyzes the effects of global change on the natural environment, agriculture, energy production and use, land and water resources, transportation, human health and welfare, human social systems, and biological diversity; [It] analyzes current trends in global change, both human-induced and natural, and projects major trends for the subsequent 25 to 100 years to support informed decision-making across the United States.” Building on previous assessments, it continues to advance “an inclusive, diverse, and sustained process for assessing and communicating scientific knowledge on the impacts, risks, and vulnerabilities associated with a changing global climate” (U.S. Global Change Research Program, 2023).

The U.S. Department of Transportation recognizes the transportation sector’s major contribution of GHGs that cause climate change and has made climate action one of Caltrans’s top priorities (U.S. Department of Transportation, 2023). FHWA’s policy is to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels (Federal Highway Administration, 2022).

The National Oceanic and Atmospheric Administration provides sea level rise projections for all U.S. coastal waters to help communities and decision makers assess their risk from sea level rise. Updated projections through 2150 were released in 2022 in a report and online tool (National Oceanic and Atmospheric Administration, 2022).

State Efforts

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

California’s Fourth Climate Change Assessment (Fourth Assessment) (2018) provides information to help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state’s people, infrastructure, natural systems, working lands, and waters. The Fourth Assessment reported that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience an up to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures; a two-thirds decline in water supply from snowpack resulting in water shortages; a 77% increase in average area burned by wildfire; and large-scale erosion of up to 67% of Southern California beaches due to sea level rise. These effects will have profound impacts on infrastructure, agriculture, energy demand, natural systems,

communities, and public health (State of California, 2018).

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

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

EO S-13-08, issued in 2008, directed state agencies to consider sea level rise scenarios for 2050 and 2100 during planning to assess project vulnerabilities, reduce risks, and increase resilience to sea level rise. It gave rise to the 2009 *California Climate Adaptation Strategy*, the Safeguarding California Plan, and a series of technical reports on statewide sea level rise projections and risks, including the *State of California Sea-Level Rise Guidance Update* in 2018. The reports addressed the full range of climate change impacts and recommended adaptation strategies. The current *California Climate Adaptation Strategy* incorporates key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2023 *California Climate Adaptation Strategy* include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, implementing nature-based climate solutions, using best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency, 2023).

EO B-30-15 recognizes that effects of climate change threaten California's infrastructure and requires state agencies to factor climate change into all planning and investment decisions. Under this EO, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies*, to encourage a uniform and systematic approach to building resilience.

SB 1 Coastal Resources: Sea Level Rise established statewide goals to "anticipate, assess, plan for, and, to the extent feasible, avoid, minimize, and mitigate the adverse environmental and economic effects of sea level rise within the coastal zone." As the legislation directed, the Ocean Protection Council collaborated with 17 state planning and coastal management agencies to develop the *State Agency Sea-Level Rise Action Plan for California* in February 2022. This plan promotes coordinated actions by state agencies to enhance California's resilience to the impacts of sea level rise (California Ocean Protection Council, 2022).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

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

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

Caltrans Sustainability Programs

The Director's Office of Equity, Sustainability and Tribal Affairs supports implementation of sustainable practices at Caltrans. The *Sustainability Roadmap* is a periodic progress report and plan for meeting the Governor's sustainability goals related to EOs B-16-12, B-18-12, and B-30-15. The Roadmap includes designing new buildings for climate change resilience and zero-net energy and replacing fleet vehicles with zero-emission vehicles (California Department of Transportation, 2023).

Project Adaptation Analysis

Sea Level Rise

The project area is within a coastal zone and therefore is subject to potential sea level rise impacts. The *State of California Sea Level Rise Guidance* presents ranges of potential sea level risk under several different scenarios (California Ocean Protection Council, 2024). The closest tide gauge location (Santa Barbara) was used to determine potential sea level rise impacts on the project area. The sea level-guidance includes a median value of sea level risk scenarios in feet ranging from low to high for Santa Barbara (see **Table 3-3**). According to **Table 3-3**, the only instance where sea level risk would potentially surpass 10 feet is in the year 2140 and year 2150 high emission scenarios.

Table 3-3. Sea Level Scenarios for Santa Barbara

Year	Risk Level				
	Low	Intermediate Low	Intermediate	Intermediate High	High
2030	0.2	0.3	0.3	0.3	0.4
2040	0.3	0.4	0.4	0.5	0.6
2050	0.3	0.5	0.6	0.9	1.1
2060	0.4	0.6	0.9	1.4	1.8
2070	0.5	0.7	1.2	2.0	2.7
2080	0.5	0.9	1.6	2.8	3.8
2090	0.5	1.1	2.1	3.5	5.0
2100	0.6	1.2	2.8	4.5	6.3

Year	Risk Level				
	Low	Intermediate Low	Intermediate	Intermediate High	High
2110	0.6	1.4	3.4	5.3	7.5
2120	0.7	1.5	4.0	6.0	8.6
2130	0.7	1.7	4.4	6.6	9.5
2140	0.7	1.9	4.9	7.1	10.4
2150	0.8	2.0	5.5	7.6	11.3

Source: (California Ocean Protection Council, 2024)

The National Oceanic Atmospheric Administration Sea Level Rise Viewer displays water inundation into nearby coastal communities up to 10 feet of sea level rise. If sea level rise were to reach 10 feet, the project area would still not be inundated (see **Figure 3-5**). While there is potential for the project area to be impacted by sea level rise, it is unclear when this could occur, and not likely prior to 2150.

The project would include relocation of an existing off-ramp and replacement of an existing overcrossing at a slightly higher elevation than existing conditions. Due to the project design and the length of time it would take for the sea level rise to affect the project area, it is unlikely that sea level rise would impact the project during the project lifespan. Additionally, while the Build Alternative would require work within the Coastal Zone the project would be designed and constructed in compliance with the California Coastal Act and the City's Local Coastal Program.

Precipitation and Flooding

According to California's Fourth Climate Change Assessment, future changes in precipitation are projected to increase the year-to-year variability in precipitation. This is due to a combination of wetter days when it does precipitate, but fewer days with precipitation. This means in coastal ranges the wettest day of the year could increase 20-35 percent (State of California Energy Commission, 2018). According to the District 7 Adaptation Priorities Report, at-grade roadways are not uniquely vulnerable to riverine flooding (California Department of Transportation, 2021a).

According to the Federal Emergency Management Agency (FEMA) Flood Zone Map, the project is not in the 100-year flood hazard area. The project is within Zone X, which are areas determined to be outside of the 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot, or with drainage areas less than one square mile (see **Figure 3-6**) (Federal Emergency Management Agency, 2024). The project area is within the Casitas Dam inundation zone in the event of failure and is within the area of inundation protected by the Ventura River Levee; however, the risks of flooding from dam or levee failure would exist with or without the project. The project would be constructed according to current standards to ensure a reasonable degree of structural integrity if a hazardous event occurs.

Figure 3-5. Sea Level Risk Potential in the Project area

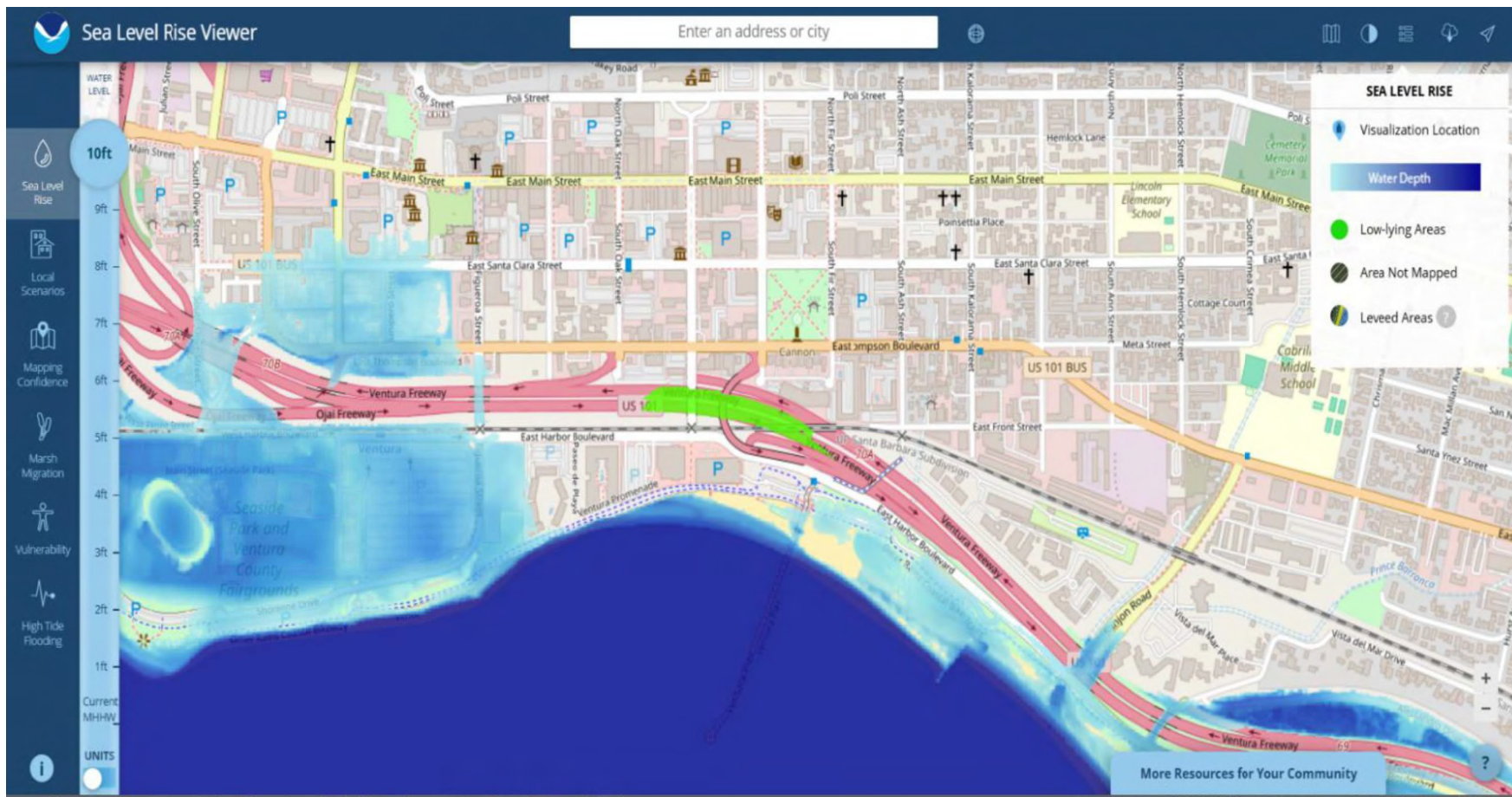
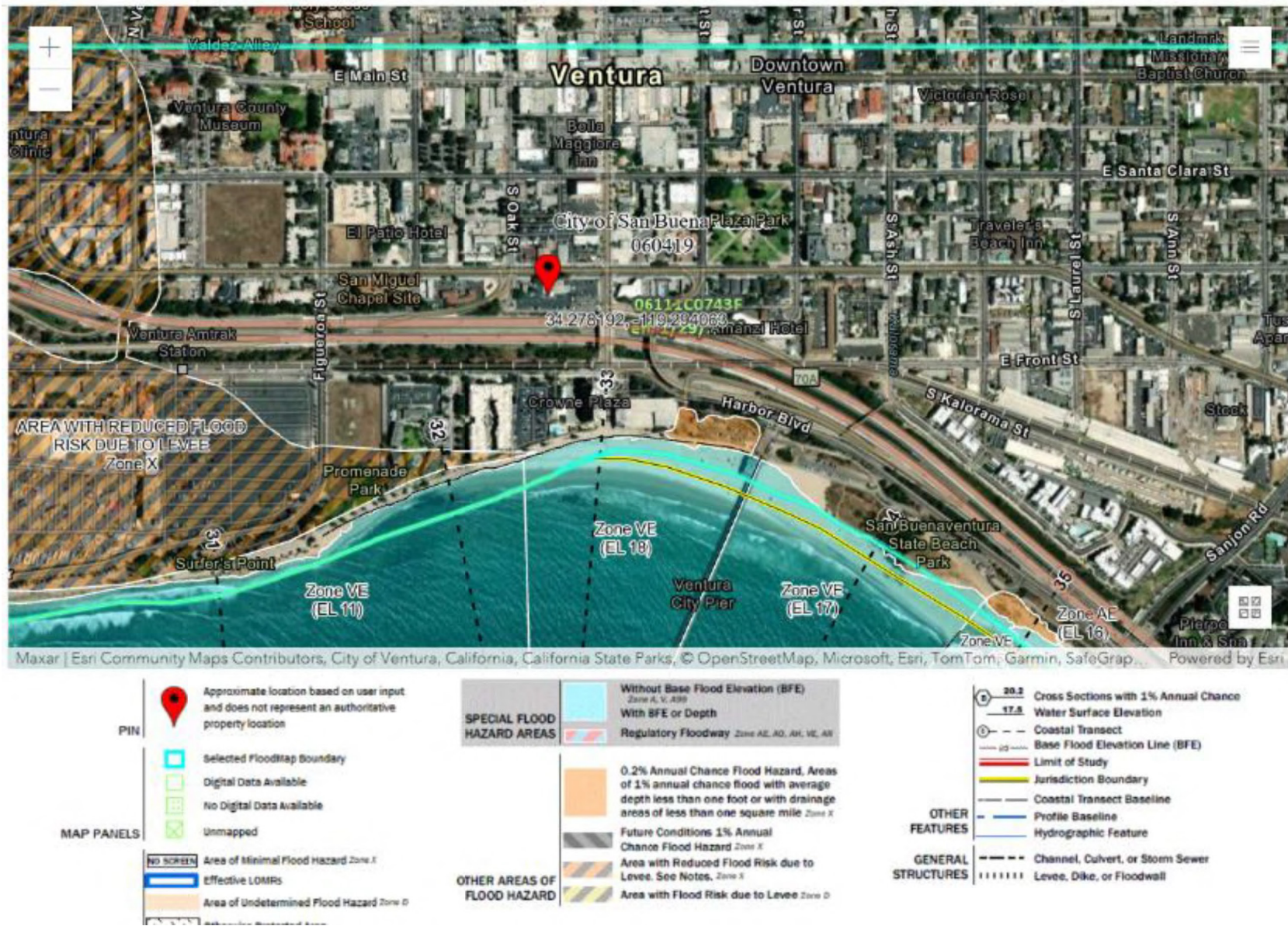


Figure 3-6. FEMA Flood Zone Map



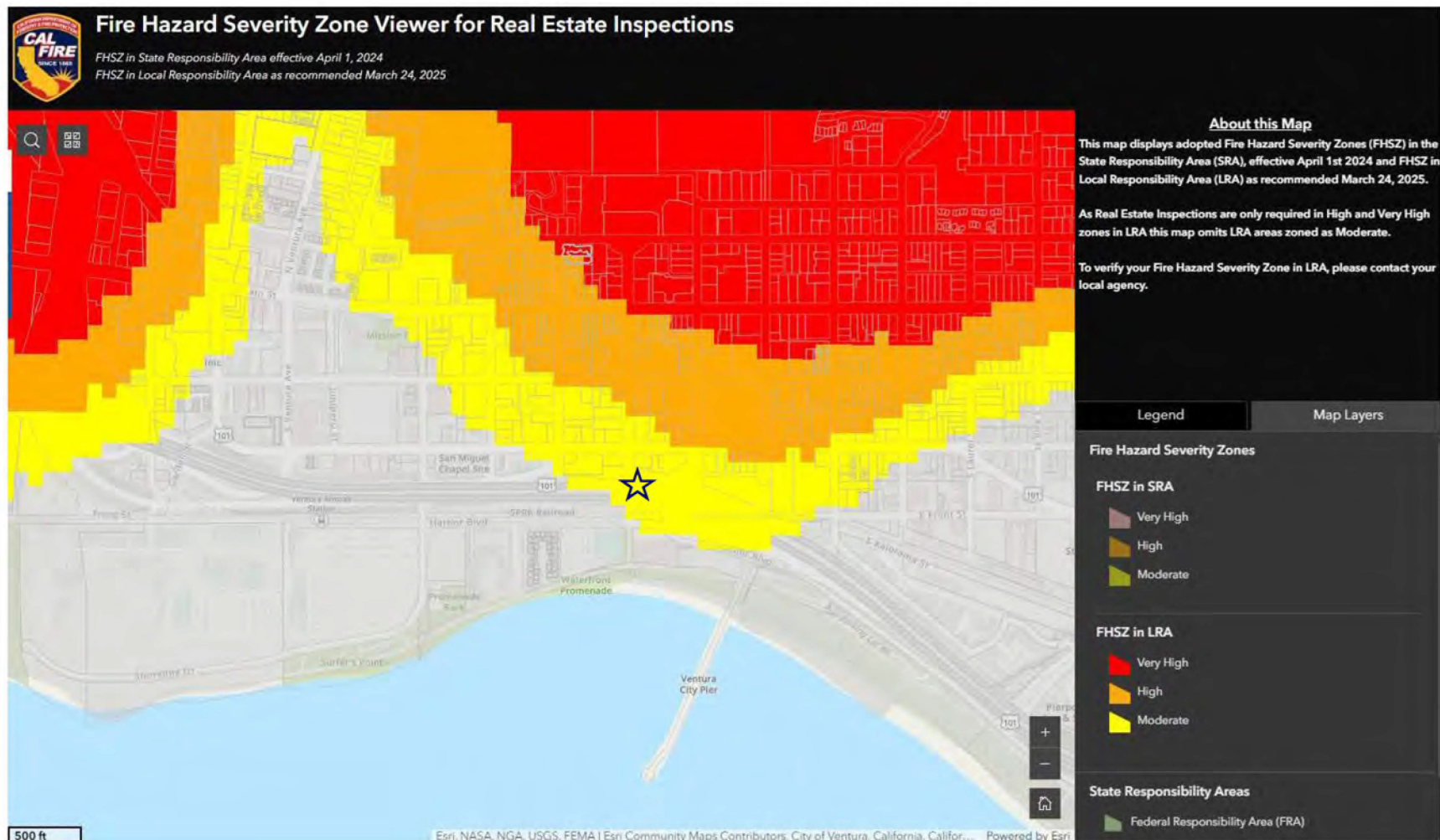
Wildfire

According to the California Department of Forestry and Fire Protection (Cal Fire), the project is in an Unzoned Area in the Local Responsibility Area (California Department of Forestry and Fire Protection, 2022). These areas have a lower wildfire risk compared to Very High Fire Hazard Severity Zones because they are typically in an urbanized area with less wildland vegetation (see **Figure 3-7**). According to the City, the project area is not in a wildfire hazard area (City of Ventura, 2005). According to Caltrans, at-grade roadways are not uniquely vulnerable wildfire (California Department of Transportation, 2021a).

Temperature

Based on the Caltrans District 7 Climate Change Vulnerability Assessment Map, the change in average maximum temperature within the project area is anticipated to increase by four to 7.9 degrees Fahrenheit (°F) by 2055, and eight to 9.9°F by 2085 (California Department of Transportation, 2019).

Figure 3-7. Fire Hazard Severity Zone Viewer



3.3 SENATE BILL 743/INDUCED DEMAND ANALYSIS

3.3.1 Regulatory Setting

Senate Bill 743 (2013) amended CEQA to allow the Governor's Office of Planning and Research to develop new guidelines under CEQA establishing alternative metrics to levels of service for the analysis of transportation impacts. On December 28th, 2018, the Office of Administrative Law approved the amendments to the CEQA Guidelines including changes related to Senate Bill 743. The amended CEQA Guidelines add a new section on determining the significance of transportation impacts and generally specify VMT as the most appropriate measure of transportation impacts. In 2020, Caltrans prepared guidance documents for the implementation of Senate Bill 743 and adopted VMT as the CEQA transportation metric. These documents, the "Transportation Analysis Framework" and "Transportation Analysis under CEQA," along with other information can be found on the [Caltrans Senate Bill 743 website](#).

This project is a type of project identified by the "Transportation Analysis under CEQA" as a project not likely to lead to a measurable and substantial increase in VMT. According to the Governor's Office of Planning and Research, projects that include rehabilitation and repairs designed to improve the conditions of existing transportation are considered a type of project that does not lead to a considerable increase in VMT since the purpose of these projects is not to increase roadway capacity. The project would not result in a considerable increase in VMT and operation of the project would not result in any additional direct energy usage. Therefore, an induced demand analysis is not required.

3.4 CUMULATIVE IMPACTS

Cumulative impacts are those effects on the environment resulting from incremental consequences of a proposed action when added to other past, present, and reasonably foreseeable future actions, regardless of who undertakes those actions. Cumulative effects can be the result of individually minor impacts that can become significant when added over a period of time. This section assesses how the actions of the project would affect physical, biological, cultural, social, and economic environment.

No long-term adverse effects are expected on cultural resources and hazardous waste and materials. There would be no impact to add to other past, present, and reasonably foreseeable future actions; therefore, impacts related to cultural resources and hazardous waste would be less than cumulatively considerable.

The project would require permanent take from three existing businesses. Two of these businesses would require full acquisitions and would require relocation assistance. However, the project would comply with Uniform Relocation Assistance and Real Property Acquisition Policies Act and relocation assistance would be implemented. These businesses would be relocated to areas where business operations could continue. No additional property acquisitions would be required once construction is complete; therefore, the project would not result in a contribution to add to other past, present, and reasonably foreseeable future resources, and impacts related to relocations and acquisitions would be less than cumulatively considerable.

With implementation of the project, traffic volumes are expected to be the same as the

volumes for the existing location if the project were not constructed. The project would improve the LOS during Opening Year (2030) and Design Year (2050) conditions to the California Street/Thompson Boulevard and California Street/Harbor Boulevard intersections compared to the No Build Alternative. The project would require ROW from parking areas on three commercial properties. There is additional parking in the downtown area that would be adequate for businesses in the area. Additionally, new sidewalk and overcrossing features would be implemented to improve safety and access. Access between the City's downtown and oceanfront would be improved. The project would not result in a contribution to add to other past, present, and reasonably foreseeable future transportation projects, and impacts related to transportation would be less than cumulatively considerable.

The project would result in permanent visual changes in the project area. However, the project would be consistent with the General Plan's goal LU-1. Once construction of the project has been completed, no visual changes would take place, except landscaping would mature over time and continue to improve the visual character of the area. The project would be designed with context sensitive solutions, and overall visual character would improve within the project area. Visual impacts would not affect areas outside of the project area. Therefore, the project would not result in a contribution of cumulative impacts to add to other past, present, and reasonably foreseeable future resources, and impacts related to visual resources would be less than cumulatively considerable.

Under Opening Year (2030) and Design Year (2050) conditions, the Build Alternative would result in an approximately one percent increase in mobile-source GHG emissions as compared to the No-Build Alternative. The air quality conformity analyses prepared for the 2024-2050 SCAG RTP/SCS and the 2025 FTIP were found to conform to state air quality regulations. In addition, the Build Alternative would not contribute to existing or projected future mobile-source CO concentrations that would be projected to exceed federal or state CO standard (Ambient Air Quality and Noise Consulting, 2024a). Since the project is consistent with the 2024-2050 SCAG RTP/SCS and 2025 FTIP, the project would not result in a contribution of cumulative impacts to add to other past, present, and reasonably foreseeable future resources, and impacts related to air quality would be less than cumulatively considerable.

The increase in noise levels, relative to existing conditions, is predicted to be in the range of zero to two dB under opening year conditions and zero to three dB under future year conditions. Noise levels are expected to approach or exceed their respective noise abatement criteria under both the No-Build and Build Alternative. Construction of the project would require pile driving; however, predicted groundborne vibration levels associated with pile driving and other construction equipment would be temporary and would not exceed applicable criteria for human annoyance or damage to historic and older structures. Other projects in the area would not be constructed at the same time as this project and noise-related construction would not contribute to noise increases in the same area. However, it is unknown if operation of other projects in the area would result in an increase in noise. While the project would result in an increase in noise levels, the No-Build Alternative would also result in the same increase. As specified in 23 CFR 772 traffic noise impacts occur when the predicted noise level in the design-year approaches or exceeds the noise abatement criteria specified. During the final design phase of the

project, noise abatement, in the form of noise barriers, will be evaluated in the NADR to be completed for the project. With implementation of noise and abatement and noise barriers the project would not result in a contribution of cumulative impacts to add to other past, present, and reasonably foreseeable future resources, and impacts related to noise would be less than cumulatively considerable.

3.5 CALIFORNIA ENVIRONMENTAL QUALITY ACT ENVIRONMENTAL CHECKLIST

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. In many cases, background studies performed in connection with the projects will indicate that there is no impact on a particular resource. A “no impact” answer in the last column reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form 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 Department projects, such as BMPs 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; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

3.5.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The following discussion incorporates the results of the VIA that was prepared for this project (GPA Consulting, 2022a).

CEQA Significance Determinations for Aesthetics

a-b. Less than Significant Impact. There are no officially designated State Scenic Highways within the project area; however, US-101 in the project area is considered eligible on the list of State Scenic Highways. Additionally, US-101 and Harbor Boulevard are designated as local scenic routes in the General Plan and these corridors provide scenic views from the project area (City of Ventura, 2025). Views of City Hall from NB California Street are valued by local residents. There are limited views of the Pacific Ocean and City Hall from SB and NB California Street, respectively, as well as the Ventura Hills to the north.

Project construction would result in temporary visual impacts, including vegetation removal, demolition and grading activities, and equipment staging. Construction activities could also result in the generation of dust, nighttime lighting, and other visual intrusions. Construction is anticipated to last approximately 18 months and the majority of impacts would be temporary during this period. Vegetation removal would result in impacts lasting for a longer period, until replacement vegetation is established and mature. Measures **VIS-1** and **VIS-2** would be implemented to minimize impacts during construction.

The project would result in visual changes primarily associated with removal of the existing NB US-101/California Street off-ramp, replacement of the California Street Overcrossing, and construction of a new off-ramp at Oak Street. The new overcrossing structure would have modern decorative railing and lighting. The existing restaurant and

surfing company structures would be removed to accommodate the new off-ramp and overcrossing, and existing landscaping would be removed from areas within the new ramp footprint. The proposed retaining walls and other hardscape elements would be designed using context sensitive solutions, such as incorporating materials and aesthetic treatments that complement the surrounding landscape features and oceanfront. The California Coastal Act requires scenic and visual qualities of coastal areas to be considered and protected. The project would be compliant with Coastal Act Section 30251 which states “the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance.” Additionally, the County of Ventura Coastal Area Plan requires new development to be designed to protect public views to and from the shoreline (County of Ventura, 2022).

Measure **VIS-2** and **VIS-3** would be implemented to re-landscape the area following construction and ensure that all hardscape elements would be designed using materials and aesthetic treatments that complement the surrounding landscape. Therefore, the project would result in a less than significant impact related to scenic vistas and highways.

c. Less than Significant Impact. The project is in a highly urbanized area of Ventura. Construction equipment/debris storage, vegetation removal, dust, nighttime lighting, and other visual intrusions could temporarily degrade the existing visual character and quality of the project area. Measures **VIS-1** through **VIS-3** would be implemented to minimize impacts.

The project is in an existing transportation corridor and would not conflict with any applicable zoning or land use regulations related to scenic quality. The primary elements of the Build Alternative include replacement of the California Street Overcrossing and construction of a new NB off-ramp, removal of an existing restaurant (Tacos el Diablo), and the removal of the existing NB off-ramp and the Rip Curl Surf Company building. The project would improve visual quality of the existing setting and increase the viewshed across the highway. The proposed retaining walls and other hardscape elements would be designed using context sensitive solutions, such as incorporating materials and aesthetic treatments that complement the surrounding landscape features and oceanfront.

Under the Build Alternative, modern decorative railing and pedestrian scale lighting would be added on one side of the bridge, and the existing Ventura welcome sign would be relocated from the property of Rip Curl Surf Company to the bridge so that it would be visible to NB travelers on US-101. The lighting is appropriate for bicycle and pedestrian use and would not be expected to create a substantial increase in light or glare. The Build Alternative would comply with the City’s Local Coastal Program which requires new development to be designed to protect public views to and from the shoreline. The California Coastal Act requires scenic and visual qualities of coastal areas to be considered and protected. The project would be compliant with Coastal Act Section 30251 which states “the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance.” Additionally, the County of Ventura Coastal Area Plan requires new development to be designed to protect public views to and from the shoreline (County of Ventura, 2022). No new vertical elements would be implemented that would block the existing views.

While visual changes in the project area are anticipated the changes would be beneficial to the existing visual setting and viewers. Measure **VIS-3** would be implemented to minimize permanent impacts. Therefore, operation of the project would be expected to result in less than significant impacts related to visual character and quality of the site and its surroundings.

d. Less Than Significant Impact. Structure and vegetation removal, in particular within the footprint of the new off-ramp, could result in a temporary impact on existing light and shadow in this area; however, the area around the ramps would be re-landscaped, which would minimize this effect over time. Project lighting, including lights on the California Street Overcrossing and the NB US-101/California Street off-ramp, would not result in a substantial increase in light or glare because there is existing lighting in these locations. Therefore, the project would result in a less than significant impact related to light and glare.

3.5.2 AGRICULTURE AND FOREST RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, 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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Agriculture and Forestry Resources

a-e. No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands or timberlands in or near the project area (California Department of Conservation, 2016). Therefore, the project would result in no impact on agriculture and forest resources.

3.5.3 AIR QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The following discussion incorporates the results of the AQR prepared for the project (Ambient Air Quality and Noise Consulting, 2024a).

CEQA Significance Determinations for Air Quality

a. No Impact. The project area is in Ventura County, which is within the SCCAB and in the jurisdiction of VCAPCD. According to the VCAPCD Guidelines, a project may be inconsistent with the applicable air quality plan if it would cause the existing pollution to exceed forecasts contained in the most recently adopted Air Quality Management Plan (AQMP). The VCAPCD adopted the 2022 Ventura County AQMP to demonstrate a strategy and reasonable progress toward attainment of the federal 8-hour ozone standard. The 2022 Ventura County AQMP was based on 2020-2045 SCAG RTP/SCS transportation and socioeconomic data. The project is included in the regional emissions analysis conducted by SCAG for the conforming 2024-2050 RTP/SCS and the 2025 FTIP. The project is identified in the 2024-2050 RTP/SCS and the 2025 FTIP as ID#VEN010202. The air quality conformity analysis prepared for these plans found that the plans, which consider regionally significant projects and financial constraints, would conform to the SIP for attaining and maintaining the NAAQS as provided in Section 176(c) of the FCAA. FHWA determined that the SCAG 2024-2050 RTP/SCS and the 2025 FTIP to conform to the SIP on December 16, 2024.

The project would comply with all applicable regulatory standards. In addition, the project would adhere to VCAPCD Rule 55 for reducing fugitive dust emissions. Therefore, the project would result in no impact on conflicting with or obstructing implementation of any applicable air quality plan.

b. Less Than Significant Impact. The SCCAB is currently designated as a nonattainment area with respect to the state and federal O₃ standards and state PM₁₀ standards. Ventura County is designated attainment for PM_{2.5} and PM₁₀ relative to federal standards.

Long-term operational emissions of criteria air pollutants would be associated with the operation of motor vehicles. Long-term operational emissions were quantified using Emission Factors (EMFAC) 2021 version 1.0.2 computer program based on traffic information provided by the project engineer for the Opening Year (2030) and Design Year (2050) conditions.

Under Opening Year (2030) and Design Year (2050) conditions, the Build Alternative would result in an increase of emissions as compared to the No-Build Alternative (see Table 4-2 in the AQR). As depicted in Table 4-3 of the AQR the No-Build Alternative would result in an approximately 16 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and approximately 21 percent decrease under Design Year (2050) conditions. However, the Build Alternative would improve traffic conditions in the project area and would also result in a 15 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and an approximately 21 percent decrease under Design Year (2050) conditions compared to existing conditions. Under Opening Year (2030) and Design Year (2050) conditions, the Build Alternative would result in an approximately one percent increase of mobile-source GHG emissions as compared to the No-Build Alternative (see Table 4-3 in the AQR).

As discussed in response (a) above, the project is included in the regional emissions analysis conducted by SCAG for the conforming 2024-2050 RTP/SCS and the 2025 FTIP. The air quality conformity analysis prepared for these plans found that the plans, which consider regionally significant projects and financial constraints, would conform to the SIPs for attaining and maintaining the NAAQS as provided in Section 176(c) of the FCAA. FHWA determined that the SCAG 2024-2050 RTP/SCS and the 2025 FTIP to conform to the SIP on December 16, 2024. In addition, the proposed Build Alternative would not contribute to existing or projected future mobile-source CO concentrations that would be projected to exceed federal or state CO standards. Therefore, the project would result in less than significant impacts related to cumulatively considerable criteria pollutants.

c. Less Than Significant Impact. Sensitive land uses surrounding the project area consist predominantly of residential dwellings, hotels, parks, and outdoor activity areas. Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing, or improving existing roadways, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, Nitrogen Oxides (NO_x), volatile organic compounds, directly emitted PM₁₀ and PM_{2.5}, and toxic air contaminants such as diesel exhaust particulate matter. Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site. Construction of the project would generate maximum daily emissions of approximately 6.6 lbs/day of ROG, 60.5 lbs/day of CO, 63.5 lbs/day of NO_x, 7.6 lbs/day of PM₁₀, and 3.4 lbs/day of PM_{2.5}. Total emissions generated during construction would be approximately 0.9 tons of ROG, 8.7 tons of CO, 8.8 tons of NO_x, 1.2 tons of PM₁₀, and 0.5 tons of PM_{2.5}. Construction-generated GHG emissions for the proposed project would total approximately 2,061 metric tons carbon

monoxide equivalent (MTCO_{2e}). Measures **AQ-1** through **AQ-3** would be implemented to reduce construction emissions to comply with all applicable laws and regulations related to air quality and dust control, including air pollution control district and air quality management district regulations and local ordinances. Following construction, emissions would follow normal operation patterns.

During operation, the Build Alternative is predicted to result in an approximately one percent increase in mobile-source emissions for PM_{2.5}, NO_x, and ROG and an approximately two percent increase in mobile-source emissions for PM₁₀ and CO compared to the No Build Alternative. Under Design Year (2050) conditions, the proposed Build Alternative would result in an approximately one percent increase in NO_x and ROG and an approximately two percent increase for PM_{2.5}, PM₁₀, and CO. However, in comparison to existing conditions, the Build Alternative would result in an approximately 15 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and an approximate 17 percent decrease under Design Year (2050) conditions. Overall, the increase in mobile-source emission would be minimal compared to the No Build Alternative and would improve compared to the existing conditions. Therefore, the project would result in less than significant impacts relating to exposing sensitive receptors to substantial pollutant concentrations.

d. Less Than Significant Impact. Minor sources of odors would be present during construction. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving, may be considered offensive to some individuals. However, because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not be anticipated to result in the frequent exposure of receptors to objectionable odorous emissions. Therefore, the project would result in a less than significant impact related to other emissions (such as those leading to odors) adversely affecting a substantial number of people.

3.5.4 BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 NOAA Fisheries?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The following discussion incorporates the results of the JD, Supplemental JD, NESMI, and Supplemental NESMI prepared for this project (GPA Consulting, 2015b; GPA Consulting, 2022b; GPA Consulting, 2015c; GPA Consulting, 2022d).

CEQA Significance Determinations for Biological Resources

a. No Impact. No special-status plant species are anticipated to be in the project area. Wildlife species observed during the biological survey include the western gull (*Larus occidentalis*), American crow (*Corvus brachyrhynchos*), Brewer's blackbird (*Euphagus cyanocephalus*), rock pigeon, Botta's pocket gopher (*Thomomys bottae*), and western fence lizard (*Sceloporus occidentalis*). Suitable habitat for special-status wildlife species

was not observed within the BSA during the biological survey. Therefore, the project would result in no impact on special-status species.

b. No Impact. There are no natural communities of concern within the BSA. Therefore, the project would result in no impact on natural communities.

c. No Impact. The Jurisdiction Delineation and Supplemental Jurisdictional Delineation identified wetlands and non-wetland waters under the jurisdiction of the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and California Coastal Commission in a swale in the highway median. The project would not result in direct impacts on any jurisdictional features within the BSA. No work would be conducted within the median; therefore, the existing drainage swale would not be impacted directly or indirectly. In addition, no drainage improvements would be conducted in the BSA that could result in indirect impacts on the water regime within this drainage swale. Therefore, the project would result in no impact on jurisdictional features.

d. Less Than Significant Impact. The land surrounding the BSA is urban and developed. According to the CDFW's Biogeographic Information and Observation System, there are no essential wildlife connectivity areas or natural landscape blocks in the BSA. The BSA is not likely to be used as a migration or travel corridor but may be used for local wildlife movement and foraging.

There is potential for nesting birds to be in the BSA during construction. Construction activities, including vegetation removal, grading, and paving, could result in impacts on migratory birds and raptors. Indirect impacts could result from noise, vibration, and dust produced by construction equipment. Vegetation removal could result in direct impacts on nesting migratory birds and raptors, if they were in the vegetation to be removed or if the construction activities are loud enough to result in disturbance. Measures **BIO-1** and **BIO-2** would be implemented to minimize or avoid impacts on nesting birds and raptors. Therefore, the project would result in less than significant impacts on migratory wildlife corridors and native wildlife nursery sites.

e. No Impact. There are no local policies or ordinances protecting biological resources that the project would conflict with. Therefore, the project would result in no impact on policies or ordinances protecting biological resources.

f. No Impact. The project is not within an area that has a designated habitat conservation plan or multiple species conservation plan. Therefore, the project would result in no impact on a habitat conservation plan.

3.5.5 CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

The following discussion incorporates the results of the HRER, HPSR, ASR, and XPI prepared for the project (GPA Consulting, 2025a; GPA Consulting, 2025b; Duke CRM, 2025a; Duke CRM, 2025b).

CEQA Significance Determinations for Cultural Resources

a. No Impact. Two historical resources were identified within the APE as part of the HRER. Vibration generated by construction activities and equipment has the potential to damage buildings and structures. However, predicted groundborne vibration levels associated with pile driving and other construction equipment are not anticipated to exceed the threshold for damage set by Caltrans. In addition, the project would not result in a substantial adverse change in the immediate surroundings of either historical resource; therefore, the project would result in no impact on historical resources.

b. Less than Significant Impact. There are two archaeological sites adjacent to the APE, and one 450 feet southwest of the APE. The likelihood of encountering intact cultural deposits during construction is low (Duke CRM, 2025b); however, based on the recorded presence of archaeological resources directly adjacent to the APE, archaeological monitoring within the upper one meter of soil would be conducted during ground disturbance activities. In addition, measure **CUL-1** through **CUL-3** would be implemented to reduce impacts on archaeological resources. Project operation would not result in the disturbance of archaeological resources. Therefore, the project would result in a less than significant impact on archeological resources.

c. Less than Significant Impact. Human remains were not identified within the APE during the XPI. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlay remains, and the Ventura County Coroner contacted. Pursuant to Public Resource Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner would notify the NAHC, which would then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains would contact Caltrans' Office Chief of Environmental Planning, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC

5097.98 are to be followed as applicable. Therefore, the project would result in a less than significant impact related to disturbance of human remains.

3.5.6 ENERGY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

CEQA Significance Determinations for Energy

a. No Impact. During the construction period, construction vehicles, worker vehicles, and equipment (e.g., generators) would require the use of fuel (gasoline and diesel) and electricity to operate. Equipment used during construction and construction would be compliant with CARB standards. Compliance with CARB emission standards would minimize wasteful or inefficient energy consumption during construction. The project would be constructed in compliance with applicable CARB regulations regarding retrofitting, repowering, or replacing diesel off-road construction equipment. In addition, project construction would comply with state regulations (California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3)) that limit the construction vehicle idling times to no more than five minutes. The project would include replacement lighting. The replacement lighting would result in a similar use of energy as the existing lighting. Energy usage would not be wasteful, inefficient, or unnecessary and would only require what is necessary for construction and operation of the project. Therefore, the project would result in no impact on energy.

b. No Impact. The project would not result in increased growth or new uses of energy. Use of energy during construction would be temporary, and the project would not conflict with or obstruct the California Public Utilities Commission Energy Efficiency Strategic Plan or the General Plan for renewable energy or energy efficiency. Therefore, the project would result in no impact on local plans for use of renewable energy or energy efficiency.

3.5.7 GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The following discussion incorporates the results of the Preliminary Geotechnical Investigation prepared for the project (California Department of Transportation, 2001).

CEQA Significance Determinations for Geology and Soils

a.i.- a.ii. Less Than Significant Impact. There are no earthquake faults within the project area and the area is not susceptible to fault rupture. Because there are several faults in proximity to the project area, and Southern California is a seismically active region, there

is potential that the project area could experience seismic shaking from a moderate to large earthquake.

Existing structures in the project area were designed according to the standards effective at the time of design to ensure a reasonable degree of structural integrity. Seismic shaking could result in structural damage within the project area. However, the project would be designed and constructed according to current standards, including Caltrans's Seismic Design Criteria (SDC), and would be able to withstand typical bedrock accelerations and site-specific geologic and soil conditions. A more detailed geotechnical investigation would be conducted during the final design phase and would guide the final design of the project to substantially minimize potential impacts. Therefore, the project would result in a less than significant impact related to earthquake faults and seismic activity.

a.iii. Less Than Significant Impact. The project area is susceptible to liquefaction. As discussed under response (a.ii.), the project would be designed and constructed according to current standards to substantially minimize potential impacts. Therefore, the project would not result in substantial impacts related to seismic-related ground failure.

a.iv. No Impact. According to the General Plan, the project area is not susceptible to landslides (City of Ventura, 2025). Therefore, the project would result in no impact related to landslides.

b. Less Than Significant Impact. The project area is underlain by erosive soils. Project construction could result in soil erosion during grading and excavation activities; however, project construction would be conducted in compliance with Caltrans' SDC to minimize any risks from soils. In addition, measure **WQ-4** would be implemented to minimize impacts related to soil erosion and the loss of topsoil. Therefore, the project would result in a less than significant impact related to erosion.

c. Less Than Significant Impact. The project area is susceptible to liquefaction and subsidence. As discussed in response (a.ii.), the project would be designed and constructed according to current standards to withstand site-specific geologic and soil conditions and substantially minimize potential impacts. Therefore, the project would result in a less than significant impact related to unstable soils.

d. Less than Significant Impact. The project area is underlain by moderately expansive soils. As discussed in response (a.ii.), the project would be designed and constructed according to current standards to withstand site-specific geologic and soil conditions and substantially minimize potential impacts. Therefore, the project would result in a less than significant impact related to expansive soils.

e. No Impact. The project would not include connecting to the city sewer system and would not require installation and/or use of septic tanks. Therefore, the project would result in no impact related to the use of sewers or septic tanks.

f. Less Than Significant Impact. Pleistocene Saugus Formation underlies the project area, which is known to preserve significant paleontological resources. Although the preliminary geotechnical report did not include any boring logs, a recent study of the Ventura River Watershed recorded Holocene alluvium at depths greater than 200 feet below sea level in the vicinity of the project. However, the maximum depth of disturbance for the project is 50 feet bgs which is too shallow for ground disturbing activities to impact

paleontological resources. Additionally, the project is in an area where there has been ground disturbance previously; therefore, impacts on unknown paleontological resources would be unlikely. The project area is currently developed and the project would not impact any unique geologic feature. Therefore, the project would result in a less than significant impact related to unique paleontological resources or sites or unique geologic features.

3.5.8 GREENHOUSE GAS EMISSIONS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The following discussion incorporates the results of the AQR prepared for the project (Ambient Air Quality and Noise Consulting, 2024a).

CEQA Significance Determinations for Greenhouse Gas Emissions

a. Less Than Significant Impact. Construction GHG emissions are predominantly associated with emissions generated by motorized off-road equipment and on-road vehicles, including material transport trips and employees traveling to and from the project area. The emissions generated would vary depending on multiple factors, such as the type and number of equipment required and hours of use. GHG emissions can be reduced by using cleaner more efficient equipment and by implementing traffic management during construction phases to minimize associated vehicle delays on area roadways. The project would be constructed in compliance with applicable state, federal, and/or local rules and regulations.

Construction would be conducted over an approximately 18-month period. Construction would generate approximately 2,061 MTCO_{2e}. Compliance with Caltrans' Standard Specifications Section 14-9 would require compliance with air pollution control rules, regulations, ordinances, and statutes, including CARB's emission-reduction requirements and idling limitations for construction equipment and vehicles. These measures would result in reductions in construction generated GHG emissions.

Long-term operational GHG emissions associated with the project would be associated with the operation of motor vehicles along area roadways. Motor vehicle operational emissions were quantified for existing, Opening Year (2030) and Design Year (2050) conditions. Existing mobile-source GHG emissions within the project area are approximately 8,041 MTCO_{2e} per year. Under No-Build Alternative Opening Year (2030) and Design Year (2050) conditions, mobile-source GHG emissions within the project study area are predicted to be approximately 6,785 MTCO_{2e} per year and 6,383 MTCO_{2e} per year, respectively. In comparison to existing conditions, the No-Build Alternative would result in an approximately 16 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and an approximate 21 percent decrease under Design Year (2050) conditions. In comparison to existing conditions, the Build Alternative would result in an approximately 15 percent decrease in mobile-source GHG emissions under Opening Year (2030) conditions and an approximate 19 percent decrease under Design Year (2050) conditions. In comparison to No-Build Alternative conditions, the

project is predicted to increase mobile-source GHGs by approximately one percent under both the Opening Year (2030) and Design Year (2050) conditions. This increase would be negligible. In addition, with innovations such as longer pavement life, improved TMP, and changes in materials, the GHG emissions produced may be further reduced, to some degree, by longer intervals between maintenance and rehabilitation events during operation. These features would reduce project-generated increases in GHGs. Therefore, the project would result in a less than significant impact related to the generation of greenhouse gas emissions.

b. No Impact. The project would not conflict with any applicable policies from the current CARB Climate Change Scoping Plan Update or SCAG 2024-2050 RTP/SCS. The project is included in the regional emissions analysis conducted by SCAG for the conforming 2024-2050 RTP/SCS and the 2025 FTIP. The project is identified in the 2024-2050 RTP/SCS and the 2025 FTIP as ID#VEN010202. The air quality conformity analysis prepared for these plans found that the plans, which consider regionally significant projects and financial constraints, would conform to the SIP for attaining and maintaining the NAAQS as provided in Section 176(c) of the FCAA. FHWA determined that the SCAG 2024-2045 RTP/SCS and the 2025 FTIP to conform to the SIP on May 10, 2024. The project would comply with all applicable regulatory standards. Therefore, the project would result in no impact related to applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.

3.5.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

The following discussion incorporates the results of the ISA and LCP prepared for the project (Engeo Inc., 2022; Rincon Consultants, Inc., 2021).

CEQA Significance Determinations for Hazards and Hazardous Materials

a-b. Less Than Significant Impact. Materials stored or disposed of during project construction could present a hazard to construction workers, the public, or the environment. During construction, vehicles and equipment would contain or require the temporary use of potentially hazardous substances, such as fuels, lubricating oils, and hydraulic fluid. All hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with standard practices and applicable regulations. Additionally, standard BMPs would be implemented during construction including spill preservation and control, solid waste management, and

hazardous waste management. Project operation would not result in the generation of hazardous waste or materials beyond existing conditions (e.g., roadway maintenance or landscaping materials). Therefore, the project would result in a less than significant impact related to the transport, use, or disposal of hazardous materials.

c. No Impact. The closest school is Holy Cross School approximately 0.3 mile northwest of the project area. Holy Cross is not on an arterial road; therefore, the roads adjacent to the school would not be used to transport any hazardous materials. Therefore, the project would result in no impact related to hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

d. Less than Significant Impact. Two recognized environmental concerns were identified within the project area that could create a hazard during project construction: a historical gasoline service station and ADL in soils along open landscapes areas (Engeo Inc., 2022). Prior to ground disturbance, additional surveys and investigations would be conducted to assess the presence of hazardous materials related to these or other hazards (i.e. buried underground tanks, contaminated groundwater, asbestos, and lead-based paint). Because ADL is present in the shallow soil beneath the site, and pursuant to Caltrans requirements, an LCP will be prepared prior to construction. In addition, **HAZ-1** through **HAZ-4** would be implemented to avoid and minimize impacts related to hazards and hazardous material. Once construction is complete, project operation would not result in the generation of additional hazardous wastes or materials. Therefore, the project would result in a less than significant impact related to hazardous materials sites.

e. No Impact. The closest airport to the project area is Oxnard Airport, approximately eight miles southeast of the project area. There are no airports within two miles of the project area. Therefore, the project would result in no impact on an airport land use planning area.

f. Less Than Significant Impact. The City has designated emergency evacuation routes that generally direct residents in the surrounding areas toward Main Street, which is approximately 500 feet north of the project area. Construction of the Build Alternative would be staged in a manner so that access on the NB US-101/California Street off-ramp and the California Street Overcrossing would remain open. However, the off-ramp would be closed during the entirety of the bridge construction and traffic would be detoured. Temporary traffic impacts from construction vehicles/equipment on roadways could affect emergency service response times. Measure **TRA-1** would be prepared which would include alternative route strategies to accommodate detoured traffic. With implementation of measure **TRA-1** and coordination with local emergency service providers, impacts would be minimized. Therefore, the project would result in a less than significant impact related to emergency access.

g. Less Than Significant Impact. According to Cal Fire, the project is in a Moderate Fire Hazard Severity Zone in a Local Responsibility Area (California Department of Forestry and Fire Protection, 2022) and according to the General Plan the project area is within a moderate wildfire hazard area (City of Ventura, 2025). Construction would include the use of equipment that could create sparks and increase risk of fire; however, equipment would be operated in accordance with manufacturers' specifications and the risk for fire would

be low. Following construction, the project would not generate any additional risk for wildfire. Therefore, the project would result in a less than significant impact related to the spread of wildfire.

3.5.10 HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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 on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(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	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The following discussion incorporates the results of the Water Quality Assessment Report and Supplemental Water Quality Assessment Report prepared for the project (ICF International, 2016; GPA Consulting, 2022c).

CEQA Significance Determinations for Hydrology and Water Quality

a. Less than Significant Impact. Project construction would result in approximately 3.3 acres of ground disturbance. Construction grading and utility excavations for the project could result in a short-term increase in the sediment load in stormwater during rainfall events. Although sediment from erosion is the pollutant most frequently associated with construction activity, other pollutants of concern are toxic chemicals from heavy

equipment or construction-related materials. In addition, water from equipment and tools and other waste dumped or spilled on the construction site can lead to seepage of pollutants into storm drains and ultimately to surface or ground water. Because the project would disturb more than one acre of land, a Stormwater Pollution Prevention Plan (SWPPP) would be required in accordance with the CGP. The SWPPP would include temporary erosion control measures to reduce sedimentation and turbidity of surface runoff from disturbed areas with the project area and other BMPs to prevent and minimize the potential for other pollutants of concern to enter waterways.

Groundwater levels in the project area are shallow and range from five to 25 feet bgs. Dewatering in areas of shallow groundwater could be required during excavation activities, during pile driving of the precast concrete columns, cast-in-drill hole/secant pile retaining wall, and utility relocations and installation. Excavation would have the potential to disturb contaminated soil or groundwater. If dewatering activities require discharges to the storm drain system or other water bodies, the water would be treated as necessary prior to discharge so that all applicable water quality objectives are met. Should contaminated groundwater be encountered, special handling, treatment, and/or disposal may be required. Coverage under the CGP typically includes dewatering activities as authorized non-stormwater discharges provided dischargers prove the quality of water to be sufficient and not affect beneficial uses.

The project would also be constructed in accordance with guidelines and requirements of Caltrans' Municipal Separate Stormwater Sewer System Permit and associated stormwater program and local stormwater and grading ordinances as part of the Ventura County Stormwater Quality Management Program and the General Plan. In addition, implementation of measures **WQ-1** through **WQ-5** would minimize the potential for surface and groundwater contamination. The Build Alternative would include treatment best management practices (BMP) features to treat stormwater runoff, including two Austin Vault Media filters. The first filter would be located between the NB off-ramp and the NB on-ramp within the existing cul-de-sac area; this filter would treat 2.08 acres. The second filter would be on the north side of the off-ramp and west of California Street; this filter would treat 7.53 acres. Therefore, the project would result in a less than significant impact on groundwater and surface water.

b. Less than Significant Impact. Groundwater could be encountered during excavation activities, pile driving, and utility relocations and installation. Groundwater may be encountered between five to 25 feet bgs. Therefore, construction dewatering may be required in areas where excavation is required. The project would be constructed in compliance with the CGP and Caltrans' NPDES Permit to reduce impacts related to the depletion of groundwater. The project would not result in an increase in impervious surface area. Therefore, the project would result in a less than significant impact related to groundwater recharge.

c.i.-iv. Less Than Significant Impact. The project area is underlain by erosive soils. In addition, construction and ground disturbance activities such as grading, excavation, and vegetation removal would reduce the natural soil resistance to rainfall, which could increase soil erosion. These events could temporarily alter existing drainage patterns and redirect storm water runoff. Project construction would be conducted in compliance with Caltrans' SDC to minimize any risks from soils. In addition, measure **WQ-4** would be

implemented to minimize impacts related to soil erosion and the loss of topsoil. Drainage improvements would be included as part of the project and would be designed to allow for adequate capacity and minimize alterations to existing drainage patterns. In addition, the project would not result in increased impervious areas. Therefore, the project would result in a less than significant impact related to erosion.

d. Less Than Significant Impact. The project is not in the 100-year flood hazard area. The project area is within the Casitas Dam inundation zone and within the area of inundation protected by the Ventura River Levee (Federal Emergency Management Agency, 2024); however, the risks of flooding from dam or levee failure would be present with or without the project. The project area is susceptible to inundation from tsunamis (a series of traveling ocean waves generated by earthquakes). The project area is less than 0.1 mile from the Pacific Ocean, which could generate a seiche during seismic ground shaking. However, the risk of tsunamis and seiches would be present with or without the project. The project would be constructed according to current standards to ensure a reasonable degree of structural integrity if a hazardous event occurs. Therefore, the project would result in less than significant impact related to flood hazard, tsunami, or seiche zones.

e. Less Than Significant Impact. See discussion in response (a.) above. Construction grading and utility excavations for the project could result in a short-term increase in the sediment load in stormwater during rainfall events. Groundwater could be encountered during excavation activities, pile driving, and utility relocations and installation. Therefore, construction dewatering may be required in areas where excavation is 30 feet bgs. Measures **WQ-1** through **WQ-5** would be implemented to reduce impacts on water quality. Therefore, the project would result in a less than significant impact related to water quality control or sustainable groundwater management plans.

3.5.11 LAND USE AND PLANNING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The following discussion incorporates the results of the CIA and Supplemental CIA prepared for the project (GPA Consulting, 2015a; GPA Consulting, 2024a).

CEQA Significance Determinations for Land Use and Planning

a. No Impact. The project would include improvements to existing transportation facilities, which would improve access and circulation in the community surrounding the NB US-101/California Street off-ramp and California Street/East Thompson Boulevard. The project would not result in any new elements that would divide the community. Therefore, the project would result in no impact related to dividing an established community.

b. No Impact. ROW acquisition would be required from a portion of one property at 470 Thompson Boulevard (APN 073-0-126-270). In addition, full acquisitions would be required from APN 073-0-126-250 (227 California Street), currently occupied by the Rip Curl Surf Company, and APN 073-0-126-010 (410 Thompson Boulevard), currently occupied by Tacos el Diablo. According to the City's Zoning Map, these properties are within the Urban Core Zone, where Civic uses are permitted (City of Ventura, 2007). According to the City's Zoning Ordinance, the Urban Core Zone is intended to promote buildings, renovations, and uses that facilitate dense commercial, retail, and mixed-use development (City of Ventura, 2014). While the project would require ROW acquisitions, these commercial properties would be provided relocation assistance to continue operating in the immediate area. The project area is within the Downtown Specific Plan area, which does not require Floor Area Ratio Parking Requirements when parking areas are being reconfigured. Therefore, the project is not required to replace a certain number of parking spaces for those removed. There is additional parking in the downtown area that would be adequate for businesses in the area. Additionally, with implementation of the project, circulation in the area would be improved, which would support commercial, retail, and mixed-use development.

The project would be expected to relieve congestion and improve traffic flow, improve pedestrian and bicycle access between the downtown business district and the oceanfront, and eliminate the structural deficiencies of the California Street Overcrossing. These improvements would be consistent with the intended purpose of the Urban Core Zone to promote commercial and retail development in the City's downtown business district. The project would comply with existing land use and zoning designations and

would not require any changes to these designations. Therefore, the project would result in no impact on land use plans, policies, or regulations.

3.5.12 MINERAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Mineral Resources

a-b. No Impact. Mineral resources in Ventura County include primarily aggregate minerals. According to the California Department of Conservation, there are no aggregate resources in the project area (California Department of Conservation, 2022). Therefore, the project would result in no impact on mineral resources.

3.5.13 NOISE

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

The following discussion incorporates the results of the NSR and Construction Vibration Technical Memorandum that were prepared for this project (Ambient Air Quality and Noise Consulting, 2024b; Ambient Air Quality and Noise Consulting, 2024c).

CEQA Significance Determinations for Noise

a. Less Than Significant Impact. During construction, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 80 to 89 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about six dB per doubling of distance. Traffic noise modeling results indicate that worst-hour traffic noise levels at the modeled receivers in the opening year are predicted to be in the range of 38 to 81 dBA $L_{eq}(h)$. The increase in noise levels, relative to existing conditions, is predicted to be in the range of zero to two dB under opening year conditions and zero to three dB under future year conditions.

While the noise levels would be expected to increase, the increase would be minimal (zero to three dB) compared to existing noise level conditions. The 3-dB increase between the existing noise levels and the build alternative would be barely perceptible to the human ear. Construction would be conducted in accordance with Caltrans' Standard Specifications Section 14.8-02 (measure **NOI-1**). Construction noise would be short-term, intermittent, and overshadowed by local traffic noise. Therefore, the project would result in less than significant impact on noise.

b. Less Than Significant Impact. Construction activities such as the use of heavy construction equipment and structure modifications could affect nearby sensitive receptors including historic structures. Construction of the project would require pile driving near these historic structures. However, predicted groundborne vibration levels

associated with pile driving and other construction equipment would not exceed applicable criteria for human annoyance or structural damage. Damage associated with groundborne vibration levels to historic structures would have to be over 0.25 in/sec ppv. Ground born vibration levels associate with pile driving in the project area would be 0.10 in/sec ppv or less and therefore, would not result in structural damage to historic or older structures. Following project construction, construction noise would cease and return to existing conditions. Operation of the project would not introduce new vibration sources, following project construction, and construction noise would cease and return to existing conditions. With adherence to Caltrans' Standard Specifications, provisions and the City's Noise Ordinance, the project would result in a less than significant impact related to ground borne vibration levels.

c. No Impact. The project area is not within two miles of a public airport. The closest airport to the project area is Oxnard Airport, approximately eight miles southeast of the project area. Therefore, the project would result in no impact on an airport land use plan.

3.5.14 POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The following discussion incorporates the results of the CIA and Supplemental CIA prepared for the project (GPA Consulting, 2015a; GPA Consulting, 2024a).

CEQA Significance Determinations for Population and Housing

a-b. No Impact. The project would not result in the demolition of any existing residential units or the displacement of any residents. In addition, the project would not include the construction of any habitable structures, or any new land uses that could induce population growth. Construction workers would be present for a temporary period but are not expected to contribute to population growth in the project area. Construction activities would be limited to improvements to an existing transportation facility. Therefore, the project would result in no impact on population and housing.

3.5.15 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

The following discussion incorporates the results of the CIA and Supplemental CIA prepared for the project (GPA Consulting, 2015a; GPA Consulting, 2024a).

CEQA Significance Determinations for Public Services

a.i.-ii. Less Than Significant Impact. The City has designated emergency evacuation routes that generally direct residents in the surrounding areas toward Main Street, which is approximately 500 feet north of the project area. Construction of the Build Alternative would be staged in a manner so that access on the NB US-101/California Street off-ramp and the California Street Overcrossing would remain open. The off-ramp would be closed during the entirety of the bridge construction and traffic would be detoured; however, a TMP would be implemented and once construction is complete circulation in the project area would be improved. Therefore, the project would result in a less than significant impact related to emergency access.

a.iii-v. No Impact. The project would not be capacity-increasing or result in regional or community growth. The project would not include residential development that would increase the potential number of residents within the surface area that could result in an increased demand for public services or additional facilities. Therefore, the project would result in no impact on schools, parks, or other community services.

3.5.16 RECREATION

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

CEQA Significance Determinations for Recreation

a. No Impact. The nearest park is Plaza Park, approximately 0.11 mile northeast of the project area. The project would improve access to nearby parks and would not encroach on any nearby parks or recreational facilities. The project is not anticipated to cause an increase in population or otherwise create activities that would increase use of existing neighborhood or regional parks or other recreational facilities. The project would not include recreational facilities or require the construction or expansion of recreational facilities and would not permanently affect access to recreational sites along California Street or US-101. Additionally, the project is near the Ventura County Fairgrounds. The project would result in improved circulation on surrounding roadways, which would improve traffic conditions during fair season. Therefore, the project would result in no impact related to the increased use of recreational facilities.

b. No Impact. The project would not include any recreational facilities or require the expansion of recreational facilities. Therefore, the project would result in no impact related to the expansion or construction of recreational facilities.

3.5.17 TRANSPORTATION

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

The following discussion incorporates the results of the TIA prepared for the project (Stantec Consulting Services Inc., 2022).

CEQA Significance Determinations for Transportation

a. Less Than Significant Impact. Construction would be staged in a manner so that access on the NB US-101/California Street off-ramp and the California Street Overcrossing would remain open. However, the off-ramp would be closed during the entirety of the bridge construction and traffic would be detoured. A TMP (measure **TRA-1**) would be prepared prior to construction, which would include specific traffic control measures to include barricades and cones to provide safe passage of bicycle and pedestrian traffic, as well as recommendations to temporarily relocate transit stops and transit and bicycle routes, if necessary.

The project would include 12-foot ADA-compliant sidewalks on both sides of the reconstructed California Street overcrossing. Bicycle lanes would not be included; however, 8-foot-wide shoulders are proposed on the California Street overcrossing, which would accommodate bicycles. Once the project is operational, traffic flow and pedestrian/bicycle access would be improved between the downtown business district and the oceanfront. Therefore, the project would result in a less than significant impact on public transit, bicycle, or pedestrian facilities.

b. Less Than Significant Impact. As discussed in response (a), traffic on local roadways would be temporarily increased during project construction due to the presence of construction vehicles and equipment.

According to the Governor's Office of Planning and Research, "Technical Advisory on Evaluation Transportation Impacts in CEQA," there are project types not likely to lead to a substantial increase in vehicle travel. This includes "rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the conditions of existing

transportation assets (e.g. highways, roadways, bridges, culverts, transportation management system field elements, etc.) that do not add additional motor vehicle capacity” (California Department of Transportation, 2020). Projects that include rehabilitation and repairs designed to improve the conditions of existing transportation are considered a type of project that does not lead to a considerable increase in VMT since the purpose of these projects is not to increase roadway capacity. The project would not result in a considerable increase in VMT. Therefore, the project would result in a less than significant impact related to VMT per CEQA Guidelines Section 15064.3.

c. No Impact. According to the TIA, there were 56 reported collisions on California Street between Thompson Boulevard and Harbor Boulevard over the 5-year period between 2014 and 2018 (per data from the California Statewide Integrated Traffic Retrieval System). Of these, eight multi-party collisions occurred within 100 feet of approaching the NB US-101/California Street off-ramp intersection. The widening from one to three lanes is proposed to provide additional room for vehicles to stack onto the off-ramp. Proposed improvements would improve the geometric design of the offramp and enhance safety. Therefore, the project would result in no impact related to geometric hazards.

d. Less Than Significant Impact. The City has designated emergency evacuation routes that generally direct residents in the surrounding areas toward Main Street, which is approximately 500 feet north of the project area. Construction of the Build Alternative would be staged in a manner so that access on the NB US-101/California Street off-ramp and the California Street Overcrossing would remain open. However, the off-ramp would be closed during the entirety of the bridge construction and traffic would be detoured. Temporary traffic impacts from construction vehicles/equipment on roadways could affect emergency service response times. However, delays would be temporary and once construction is complete circulation in the project area would be improved. Therefore, the project would result in a less than significant impact related to emergency access.

3.5.18 TRIBAL CULTURAL RESOURCES

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	☐	☐	☒	☐
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

The following discussion incorporates the results of the HRER, HPSR, ASR, and XPI prepared for the project (GPA Consulting, 2025a; GPA Consulting, 2025b; Duke CRM, 2025a; Duke CRM, 2025b).

CEQA Significance Determinations for Tribal Cultural Resources

a-b. Less Than Significant Impact. There are no known tribal cultural resources within the project area. The likelihood of encountering intact cultural deposits during construction is low (Duke CRM, 2025b); however, based on the recorded presence of archaeological resources directly adjacent to the APE, archaeological monitoring within the upper one meter of soil would be conducted during ground disturbance activities.

Native American Consultation was undertaken per Assembly Bill 52 requirements. One person was contacted per these requirements; please refer to Section 4.3.2 prepared for this project for more information. Human remains were not identified within the APE during the XPI. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlay remains, and the Ventura County Coroner contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner would notify the NAHC, which would then notify the MLD. At this time, the person who discovered the remains would contact Caltrans' Office Chief of Environmental Planning, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable. With implementation of measures **CUL-1** and **CUL-3**, the project would result in a less than significant impact on tribal cultural resources.

3.5.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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??	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

CEQA Significance Determinations for Utilities and Service Systems

a. Less than Significant Impact. There are existing utilities in the project area including street lights and gas, water, and sewer lines. These utilities would require relocation. Any disruptions to utility service would be scheduled to minimize impacts on the surrounding community. In addition, all relocations would be conducted in coordination with utility owners. Therefore, the project would result in a less than significant impact related to the relocation or construction of utilities.

b. No Impact. Project construction would require the use of a minimal amount of water for dust control, compacting material for the road base and subgrade, and dewatering drillholes. Project operation would not require the use of any water. Therefore, the project would result in no impact on water supplies.

c. No Impact. The project would not require the construction of any wastewater treatment facilities. The project would not induce population growth or generate wastewater that would be treated at a wastewater treatment plant. Therefore, the project would result in no impact on wastewater treatment capacity.

d-e. Less Than Significant Impact. Solid waste from the project would be collected and

disposed of at one or more of the following landfills and transfer stations:

- SA Recycling, Oxnard
- Santa Clara Valley Disposal, Ventura
- Vulcan materials, Oxnard
- Granite Plant, Santa Paula

All solid-waste-generating activities within the city are subject to the requirements set for in California AB 939 (California Integrated Waste Management Act), which requires cities and counties to divert 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. Subsequently, Senate Bill 1016 (The Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction's performance in accordance with AB 939 by moving to a per capita disposal rate. During construction, the project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals. In addition, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. No solid waste would be generated during project operation. Therefore, the project would result in a less than significant impact on solid waste management, regulations, generation, and local infrastructure capacity.

3.5.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☒
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?	☐	☐	☒	☒
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?	☐	☐	☒	☒

CEQA Significance Determinations for Wildfire

a-d. Less Than Significant Impact. According to Cal Fire, the project is in a Moderate Fire Hazard Severity Zone in a Local Responsibility Area (California Department of Forestry and Fire Protection, 2022) and according to the General Plan the project area is within a moderate wildfire hazard area (City of Ventura, 2025). The project area is relatively flat and developed with urban uses. Construction would include the use of equipment that could create sparks and increase risk of fire; however, equipment would be operated in accordance with manufacturers' specifications and the risk of fire would be low. Following construction, the project would not generate any additional risk for wildfire. Therefore, the project would result in a less than significant impact related to the spread of wildfire.

3.5.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

CEQA Significance Determinations for Mandatory Findings of Significance

a. Less Than Significant Impact. As described in Section 3.5.4 Biological Resources, the project would result in less than significant impacts on biological resources. Measures **BIO-1** through **BIO-2** would be implemented to further reduce impacts. In addition, Section 3.5.5 Cultural Resources describes measures **CUL-1** and **CUL-3** which would reduce impacts on cultural and tribal cultural resources to less than significant levels. Therefore, the project would result in less than significant impact on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California history or prehistory.

b. Less Than Significant Impact. Table 3-5 provides a summary of related projects within two miles of the project area, which is used in the cumulative impact analysis. The project would result in less than significant impacts with the implementation of minimization measures mentioned in Section 3.5.5 Cultural Resources. No potentially significant impacts were identified for other resource areas. With implementation of the proposed minimization, the project's contribution to cumulative impacts would be less than cumulatively considerable.

Table 3-4: Past, Present, and Reasonably Foreseeable Future Projects

Project Name	Project Limits	Project Description	Project Location in Relation to Project area	Status
Surfer's Point Phase II	Surfer's Point at Seaside Park	This project is a continuation of the initial phase of the Surfer's Point Managed Retreat Project. During the second phase of the project, the City will remove existing infrastructure along the coastline and reconstruct the coastline with dunes, native plantings, and a buried cobble berm. In addition, the project includes construction of a new multi-use path and parking lot with an attendant station, a public art component, new lighting, drainage improvements, landscaping, and electrical vehicle parking, all of which will be protected by the reconstructed dunes, plantings, and buried cobble berm.	This project is approximately 0.3 mile southwest of the project area.	In final design
Main Street Bridge Project	Main Street and Peking Street	The City proposes to replace the existing Main Street Bridge over the Ventura River. In addition to the bridge replacement, the project would include two vehicle lanes, sidewalks, two 5-foot shoulders and a barrier protected Class I bike path. The project is approximately 0.25 mile north of U.S. 101 and adjacent to SR-33 in the City. The limits of the project are between Peking Street to the east and Park Access Road to the west.	This project is approximately 0.65 mile northwest of the project area.	Project Approval/Environmental Document Phase

Source: (City of Ventura, n.d)

c. Less Than Significant Impact. The IS analysis shows that the project would not have environmental effects causing substantial adverse effects on human beings, directly or indirectly. Impacts on the environment would all be less than significant and avoidance and minimization measures **AQ 1** through **AQ-3**; **BIO-1** through **BIO-2**; **CUL-1** through **CUL-3**; **NOI-1**, **TRA-1**, **REL-1**, **WQ-1** through **WQ-5**; **VIS-1** through **VIS-3**; and **HAZ-1** through **HAZ-4** would be implemented to further reduce impacts. Therefore, the project would result in a less than significant impact on human beings, either directly or indirectly.

Chapter 4 Comments and Coordination

4.1 INTRODUCTION

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process that helps planners determine the required scope of environmental documentation. This level of analysis is required to identify potential impacts and avoidance, minimization, and/or mitigation measures. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, and scoping meetings. This chapter summarizes the results of Caltrans' and the City's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

4.2 PUBLIC SCOPING PROCESS

The following discussion incorporates the results of the Public Scoping Summary Report completed for the project. Caltrans determined that a formal public scoping meeting and 30-day public comment period would be appropriate to solicit early input during the development of project alternatives and environmental studies.

Letters notifying the appropriate local, state, federal agencies, and residents of the initiation of a formal public scoping meeting and 30-day public comment period were prepared and mailed on September 17, 2014. A complete mailing list is included as **Appendix H**. In addition, all residents and businesses within a minimum 300-foot radius of the project area were notified. Notices of the formal public scoping meeting and 30-day public comment period were published in the *Ventura County Star Newspaper* on September 20, 2014, and October 12, 2014.

A public scoping meeting was conducted on October 14, 2014, to ensure early consultation with elected officials, public agencies, key stakeholders, and other interested parties. Representatives from Caltrans, the City, and the City's consultants (PDT) presented information to the public related to the project background, purpose and need, project design elements, environmental process, proposed environmental schedule, public scoping details, and contact information for submittal of written comments. Those attending the meeting were able to view large-scale plans of various project design elements and ask questions of the project team.

Caltrans received 13 written comments during the public comment period, held between October 14, 2014, and November 13, 2014. Comments included a variety of topics, including landscaping, cost of the project, aesthetics, traffic, groundwater table, liquefaction, sea level rise, collision hazards, pedestrian and bicyclist safety, purpose and need of the project, and the adjacent at-grade railroad crossing. A summary of the comments received is included in **Table 4-1**; copies of the written comments are attached as **Appendix H** Scoping Meeting Mailing List, Comment Letters, and Responses.

Table 4-1: List of Public Comments

Source	Date Received	Comment Format
California Highway Patrol	September 30, 2014	Telephone call
Ken Boyle	October 7, 2014	Letter via electronic mail
Ventura County Public Works	October 7, 2014	Letter via electronic mail
Matt Cody	October 13, 2014	Electronic mail
Kathy Thompson	October 14, 2014	Electronic mail
Carl Morehouse, Ventura County Council	October 14, 2014	Comment card
Leslie Ogden	October 14, 2014	Comment card
Kate Faulkner	October 14, 2014	Comment card
Sid White	October 14, 2014	Comment card
Todd Jespersen, KBZ Architects	October 14, 2014	Comment card
Ken Boyle	October 14, 2014	Comment card
R. P. Ghiglieri, California Highway Patrol	October 16, 2014	Letter via U.S. mail
Patrick McGill, Union Pacific Railroad Co.	November 12, 2014	Letter via electronic mail

4.3 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

4.3.1 Historic Properties Consultation

Letters were sent to organizations and interested parties that were identified as having a potential interest in the undertaking on October 15, 2014. The purpose of the letters was to inform each group of the proposed undertaking and to solicit information on known historic properties in the vicinity of the project area. If no response was received, follow-up emails were sent on November 3, 2014.

On November 13, 2018, after the project was halted for a considerable amount of time, subsequent outreach letters were sent to the interested parties to update them that project was no longer on hold, and to ensure that any new or additional comments they had were incorporated into the report. Where necessary, contact information was updated to reflect staffing changes.

Parties contacted included the Ventura County Planning Department, City of Ventura Planning Department, City of Ventura Historic Preservation Committee, Ventura County Library, Avenue Branch, and the Ventura County Library, E.P. Foster Branch. Information received as a result of this consultation was incorporated in the cultural resources analysis described in the HPSR, which concludes that no direct work or modifications to historical resources would be required as part of the project.

4.3.2 Native American Consultation

The NAHC was contacted for a search of the Sacred Land Files (SLF) and a list of Native Americans to contact for the project. The NAHC responded to the inquiry on August 15, 2014. The NAHC did not identify any Native American cultural resources within the APE

and recommended contact with 23 Native American groups/individuals. Per Caltrans' request, due to project delays, the NAHC was contacted on October 8, 2018 for a SLF search request and a list of Native Americans consulting under AB-52 and Section 106. The NAHC responded to the inquiry on November 5, 2018. Again, the NAHC did not identify any Native American cultural resources within the APE. The NAHC recommended contact with six Native American groups/individuals.

Twenty-three Native American groups/individuals were contacted on November 5, 2014 by letter, with follow-up phone calls on December 3 and 4, 2014, and January 6, 2015. Follow-up phone calls were conducted on December 3 and 4, 2014 and one call was made on January 6, 2015. Patrick Tumamait responded, stating that the project area is very sensitive. Richard Angulo stated that the area was sensitive for cultural resources and recommended monitoring. Beverly Salazar Folkes, Julie Tumamait, Randy Guzman, and Charles Parra also responded requesting additional information and/or project updates. No additional responses were received.

Per Caltrans, the only person contacted for AB-52 was Julie Tumamait-Stenslie, Chairwoman of the Barbareño/Ventureño Band of Mission Indians. AB-52 and Section 106 notification letters were sent to Chairwoman Tumamait-Stenslie on December 11, 2018. Section 106 letters were also sent to the five additional Native American groups or individuals on December 11, 2018. Following are the results of consultation efforts:

- Julie Lynn Tumamait-Stenslie, Chair of the Barbareño/Ventureño Band of Mission Indians, indicated on December 17, 2018 that she would need to review project information. She stated that the area is highly sensitive. On December 18, 2018, the letter and map were forwarded by email to Ms. Tumamait-Stenslie. On December 28, 2018, Ms. Tumamait-Stenslie was contact by telephone; a voice mail was left with Chairwoman Tumamait-Stenslie regarding the Section 106 and AB 52 notification letters and inquired if she had a chance to review the project information that had been sent to her.
- Patrick Tumamait of the Barbareño/Ventureño Band of Mission Indians left a voice mail on December 17, 2018 recommending Native American monitoring during any ground disturbing activities and completion of an XPI due to high sensitivity of the project.
- Freddie Romero of the Santa Ynez Band of Chumash Indians returned the voice mail left for Chairman Kahn on December 21, 2018 on December 28, 2018 and indicated that he wanted to make sure that local tribes were being consulted and that he would defer to the local tribes.
- Eleanor Arrellanes and Raudel Joe Banuelos Jr. of the Barbareño/Ventureño Band of Mission Indians and Mia Lopez of the Coastal Band of the Chumash Nation each were called on December 21, 2018 to confirm receipt of the Section 106 letter, ask if the group had any questions about the project, or wanted to express interest in consulting. No response has been received.

No additional responses were received.

On June 18, 2025, letters were mailed to seven Native American individuals/groups to provide an update on the project status.

- On June 23, 2025, Dustin Kay (Department PQS) received two calls from Richard Angulo, who stated that he remembers from past work he had done in the area that there are resources in the area along US-101. Mr. Angulo requested the names of the subconsultants who would be conducting the cultural work for the project and requested a map of the project area. Mr. Kay confirmed that the map and subconsultant information would be mailed. A map of the project area, project layout sheets, and subconsultant contact information were mailed to Mr. Angulo on July 15, 2025.

4.4 PUBLIC PARTICIPATION

4.4.1 Public Participation Methods

The following public outreach meetings have been held to date:

- October 14, 2014: A public scoping meeting was held to present the project background, proposed project design, environmental process, anticipated schedule, and opportunities for the public to participate as the project advances.

4.4.2 Results of Public Participation

Public Meeting

The results of the public meeting will be included in the final environmental document.

Comments Received on Draft IS/EA

Comments received on the Draft IS/EA will be included in the final environmental document.

Response to Comments on Draft IS/EA

Responses to comments on the Draft IS/EA will be included in the final environmental document.

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Chapter 6 List of Preparers

The following Caltrans staff, local agency staff, and consultants contributed to the preparation of this IS/EA.

CALTRANS

Susan Tse Koo, Supervising Senior Environmental Scientist. MPH, MS. Caltrans District 7. Sixteen years of experience in transportation project management. Contribution: Quality Assurance/Quality Control review.

Mojgan Abbassi, Senior Environmental Scientist Specialist. MS. Caltrans District 7. Seven years of experience in transportation project management. Contribution: Quality Assurance/Quality Control review.

Christopher Laurel, Senior Environmental Scientist Specialist. BA. Caltrans District 7. Eight years of experience in transportation project management. Contribution: Quality Assurance/Quality Control review.

CITY OF VENTURA

Jeff Hereford P.E., T.E., City of Ventura Transportation Manager. Twenty-five years of Transportation Engineering experience at the City including eight years as the Transportation Manager. Contribution: Quality Assurance/Quality Control review.

CIVIL WORKS ENGINEERS, INC.

Marie Marston, Senior Project Manager/Senior Associate at David Evans and Associates, Inc. B.S. in Civil Engineering, Oregon State University, M.B.A., Business, University of California at Irvine. Forty-five years of experience in civil engineering planning and design. Contribution: Engineering Documents.

Francois Zugmeyer, Senior Engineer at David Evans and Associates, Inc., L'École Nationale Supérieure D'architecture de Strasbourg. Fifty-five years of experience in public works projects and site development including transportation, hydrology, hydraulics, storm water, and grading. Contribution: Engineering Documents.

FUGRO CONSULTANTS, INC.

Loree Berry, Senior Project Engineer. B.S., Geological/Geophysical Engineering, University of Wisconsin-Madison. Contribution: Quality Assurance/Quality Control review.

GPA CONSULTING

Erinn Silva, Principal Environmental Planner. A.S., Business Management, El Camino College. Twenty-two years of experience in managing environmental projects, environmental planning, and permitting. Contribution: Project oversight, project management, environmental document preparation, CIA and Relocation Impact Memorandum, Quality Assurance/Quality Control review.

Marieka Schrader, Senior Associate Environmental Planner/Visual Resource Specialist.

B.A., Environmental Studies, University of California at Santa Cruz. Twenty-five years of experience in managing environmental projects. Contribution: Quality Assurance/Quality Control review and VIA.

Adelyn Alanis, Associate Environmental Planner. B.S., Environmental Science, University of Texas at El Paso. Six years of experience in environmental planning, permitting, and contract administration. Contribution: Environmental document preparation.

Riley Vera, Associate Environmental Planner. B.A., Environmental Studies, California State University, Monterey Bay. Three years of experience in environmental planning, permitting, and contract administration. Contribution: Environmental document preparation.

Andrea Galvin, Principal Architectural Historian. M.S., Historic Preservation, University of Pennsylvania. Thirty years of experience in research and documentation of historic districts, sites, buildings, and structures. Contribution: HPSR and HRER.

Amanda Yoder Duane, Senior Architectural Historian. B.F.A., Historic Preservation, Savannah College of Art and Design. Thirteen years of experience in historic preservation. Contribution: HPSR, HRER, FNAE.

Jennifer Johnson, Senior Associate Biologist. B.S., Marine Biology, California State University at Long Beach. Seventeen years of experience in technical analyses, and biological surveys. Contribution: JD, NESMI, and Quality Assurance/Quality Control review.

DUKE CRM

Curt Duke, Principal Investigator. M.A., Anthropology, University of California at Santa Cruz. Thirty-two years of experience completing and overseeing archaeology studies and conducting Native American and agency consultation. Contribution: Native American Consultation, ASR, Extended XPI, Post-Review Discovery and Monitoring Plan, FNAE.

AMBIENT AIR QUALITY & NOISE CONSULTING

Kurt Legleiter, Principal. B.S., Environmental Health Science, B.A., Urban and Environmental Planning. California State University, Fresno. 32 years of Air Quality analysis and environmental planning experience. Contribution: Supplemental Air Quality Analysis, Supplemental Noise Analysis, Vibration Memorandum.

ENGEO INCORPORATED

Patrick S. Lam, Senior Engineering Geologist. M.S., Geology, University of California, Los Angeles. Twenty-five years of experience in geologic and hazardous materials studies. Contribution: Phase I Initial Site Assessment.

GATES + ASSOCIATES

David Gates, Landscape Architect. M.A., Urban Design & Landscape Architecture. 38 years of experience in landscape architecture. Contribution: Visual impact analysis.

Ana Dominguez, Senior Graphic Designer. B.A., Illustration, Academy of Art at San Francisco. Ten years of experience in visual impact analysis. Contribution: Visual impact analysis.

ICF INTERNATIONAL

Alex La Plante, Senior Water Quality Specialist. M.S., Civil and Environmental Engineering, University of California at Davis. Fifteen years of experience in hydrology and water quality. Contribution: WQAR.

STANTEC CONSULTING SERVICES, INC.

Rock Miller. Traffic and Transportation Engineer. M.S. Civil Engineering, University of California at Davis. Thirty-six years of experience in traffic and transportation engineering. Contribution: Traffic Impact Analysis.

HDR ENGINEERING

Dan Weddell, Senior Project Manager. M.Eng. Civil Engineering, University of California, Berkeley. Twenty-eight years of experience in project management. Contribution: Bridge Engineer, Quality Assurance/Quality Control review of the Construction Groundborne Vibration Technical Memorandum.

Chapter 7 Distribution List

ELECTED OFFICIALS

The Honorable Monique Limon
California Senator District 21
300 East Esplanade Drive
Suite 430
Oxnard, CA 93036

The Honorable Steve Bennett
State Assembly Member District 38
89 South California Street, Suite F
Ventura, CA 93001

The Honorable Matt LaVere
County of Ventura
District 1 Supervisor
800 South Victoria Avenue
Ventura CA, 9003

The Honorable Michelle Ascencion
Ventura County Clerk-Recorder
800 South Victoria Avenue
Ventura, CA 93009

The Honorable Dr Jeannette
Sanchez-Palacios
City of Ventura Mayor
501 Poli Street, Room 205
Ventura, CA 93002

The Honorable Doug Halter
City of Ventura
Deputy Mayor - District 2
501 Poli Street, Room 205
Ventura, CA 93002

The Honorable Liz Campos
City of Ventura District 1 Council
Member
501 Poli Street, Room 205
Ventura, CA 93002

The Honorable Rynn Schumacher
City of Ventura
District 3 Council Member
501 Poli Street, Room 205
Ventura, CA 93002

The Honorable Bill McReynolds
City of Ventura
District 5 Council Member
501 Poli Street, Room 205
Ventura, CA 93002

The Honorable Jim Durant
City of Ventura
District 6 Council Member
501 Poli Street, Room 205
Ventura, CA 93002

The Honorable Alex Mangone
City of Ventura
District 7 Council Member
501 Poli Street, Room 205
Ventura, CA 93002

Bill Ayub
City of Ventura City Manager
501 Poli Street
Ventura, CA 93002

Michael B. MacDonald
City of Ventura City Clerk
501 Poli Street, Room 204
Ventura, CA 93002

Rachel Dimond
City of Ventura
Community Development Director
501 Poli Street, Public Counter Room
117
Ventura, CA 93002

The Honorable Dr. Antonio Castro
Superintendent
Ventura Unified School District
255 West Stanley Avenue, Suite 100
Ventura, CA 93001

The Honorable Dr. Calvin Peterson
Board President Ventura Unified
School District
255 West Stanley Avenue
Suite 100
Ventura, CA 93001

PUBLIC AGENCIES

Stephen P. Henry
Field Supervisor
Ventura Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, CA 93003

Robert J. Fenton
Regional Administrator
Federal Emergency Management
Agency
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

Thomas J. Vilsack
Office of the Secretary
U. S. Department of Agriculture
Washington, DC 20240

Initial Study with Proposed Negative Declaration/Environmental Assessment

Vincent Mammano
Division Administrator
FHWA-California Division
888 South Figueroa Street
Suite 440
Los Angeles, CA 90017

Ray Tellis
Regional Administrator
Federal Transit Administration
San Francisco Federal Building
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Stephen G. Tryon
Office of Environmental Policy and
Compliance
Department of the Interior
Main Interior Building, MS 2462
1849 C Street, Northwest
Washington, DC 20240

Viktoriya Sirova
Regional Environmental Officer
Office of Environmental Policy and
Compliance
Department of the Interior
Oakland Region
1111 Broadway, Suite 1200
Oakland, CA 94607

Office of Environmental Management
Office of Environmental Management
U.S. Department of Energy
1000 Independence Avenue,
Southwest
Washington, DC 20585

Colonel Andrew Baker
District Commander Colonel
U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Boulevard
Los Angeles, CA 90017

U.S. Army Corps of Engineers
Regulatory Division
Ventura Office
60 South California Street
Suite 201
Ventura, CA 93001

Jennifer Quan
Regional Administrator
National Marine Fisheries Services
West Coast Regional Office
1201 Northeast Lloyd
Portland, OR 97232

David Szymanski
Regional Director
National Park Service, Region 8
555 Battery Street, Suite 121
San Francisco, CA 94111

Environmental Protection Agency
Region 9 Headquarters
75 Hawthorne Street
San Francisco, CA 94105

Jason Pu
Regional Administrator
U.S. Department of Housing and
Urban Development
One Sansome Street, Suite 1200
San Francisco, CA 94104

Veronica Garza
Land and Special Use Officer
Los Padres National Forest
3505 Paradise Road
Santa Barbara, CA 93101

California Highway Patrol
California Highway Patrol 765
4656 Valentine Road
Ventura, CA 93003

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

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

California Department of Parks and
Recreation
1416 Ninth Street
Sacramento, CA 95814

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

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

Erinn Wilson-Olgin
Regional Manager
California Department of Fish and
Wildlife
Region 5
3883 Ruffin Road
San Diego, CA 92123

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

Stacy St. James
South Central Coastal Information
Center Coordinator
California Office of Historic
Preservation
P.O. Box 6846
Fullerton, CA 92834

Initial Study with Proposed Negative Declaration/Environmental Assessment

Rachel Peterson Executive Director California Public Utilities Commission 505 Van Ness Ave San Francisco, CA 94102	California Public Utilities Commission, Los Angeles Office 320 West 4th Street, Suite 500 Los Angeles, CA 90013	Jolene Koester Interim Chancellor Office of the Chancellor California State University Long Beach, CA 90802-4210
California Environmental Protection Agency 1001 I Street, P.O. Box 2815 Sacramento, CA 95812-2815	Los Angeles Field Office Department of Housing and Urban Development 300 North Los Angeles Street, Suite 4054 Los Angeles, CA 90012	Karla Nemeth, Director California Department of Water Resources Sacramento, CA 94236-0001
Sara Dutschke Secretary Native American Heritage Commission 1550 Harbor Blvd, Suite 100 West Sacramento, CA 95691	Department of Resources Recycling and Recovery (CalRecycle) P.O. Box 4025 Sacramento, CA 95812-4025	Department of Conservation 715 P Street, MS 1900 Sacramento, CA 95814
Barbara Carey District Manager California Coastal Commission 89 South California Street Suite 200 Ventura, CA 93001	Norma Camacho, Chair California Water Quality Control Board 320 West 4th Street, Suite 200 Los Angeles, CA 930013	Dustin Gardner, Fire Chief Ventura County Fire Department 165 Durley Avenue Camarillo, CA 93010
Chad Cook, Deputy Chief County of Ventura 165 Durley Avenue Camarillo, CA 93010	Tyler Mayser, Library Supervisor E.P. Foster Library 651 East Main Street Ventura, CA 93001	Mary Birch, Librarian Avenue Library 606 North Ventura Avenue Ventura, CA 93001
Dave Ward, Planning Director Ventura County Resource Management Agency 800 South Victoria Avenue Ventura, CA 93009	Susan Curtis, Assistant Planning Director Ventura County Resource Management Agency 800 South Victoria Avenue Ventura, CA	Winston Wright, Permit Administrator Ventura County Resource Management Agency 800 South Victoria Avenue Ventura, CA 93009
Jeff Palmer Watershed Protection Director Ventura County Watershed Protection District 800 South Victoria Avenue Ventura, CA 93009	Gregg Strakaluse Agency Director Ventura County Public Works 800 South Victoria Avenue Ventura, CA 93009	Chris Kurgan Roads and Transportation Director Ventura County Public Works 800 South Victoria Avenue Ventura, CA 93009
Sheriff Jim Fryhoff Ventura County Sheriff Ventura County Sheriff's Office 800 South Victoria Avenue Ventura, CA 93009	Bryan Bondy, Executive Director Upper Ventura River Basin Groundwater Management Agency 202 West El Roblar Drive Ojai, CA 93023	James Harrison, President EJ Harrison & Sons Private Industry, Disposal P.O. Box 4009 Ventura, CA 93007

Initial Study with Proposed Negative Declaration/Environmental Assessment

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

Southern California Edison
2131 Walnut Grove Ave.
Rosemead, CA 91770-3769

Pacific Bell Telephone Company
140 New Montgomery Street
San Francisco, CA 94105-3705

Charlie Ebeling
Public Works Director
City of Ventura
Department of Public Works
501 Poli Street
Ventura, CA 93001

Stacey Zarazua
Parks and Recreation Director
City of Ventura
Department of Parks and Recreation
501 Poli Street, Room 226
Ventura, CA 93001

City of Ventura Water Department
336 Sanjon Road
Ventura, CA 93002

David Endaya, Fire Chief
City of Ventura
Fire Department
1425 Dowell Drive
Ventura, CA 93001

City of Ventura Fire Station #1
717 North Ventura Avenue
Ventura, CA 93001

Tony Lee, Interim Police Chief
City of Ventura Police Department
1425 Dowell Drive
Ventura, CA 93001

SPECIAL INTEREST GROUPS

Elizabeth Lamar
Santa Barbara-Ventura Chapter Chair
Sierra Club
P.O. Box 31241
Santa Barabara, CA 93130

Kathy Nolan
President Ojai Valley Green Coalition
Board
Ojai Valley Green Coalition
226 West Ojai Avenue, Suite 101
Ojai, CA 93023

Roger Essick
OVLC President
Ojai Valley Land Conservancy
P.O. Box 1092
Ojai, CA 93024

Mark Watkins
Ventura Land Trust President
Ventura Land Trust
P.O. Box 1284
Ventura, CA 93002

Linda Quiquivix
Interim Executive Director
Bike Ventura County
490 North Ventura Avenue
Ventura, CA 93001

Larry Abele, Chair
Bike Ventura County
490 North Ventura Avenue
Ventura, CA 93001

Kate Faulkner, President
Channel Islands Bicycle Club
P.O. Box 1164
Ventura, CA 93002

Sheri Leiken, President
Conejo Valley Cyclists
567 Tree Top Lane
Thousand Oaks, CA 91360

The Old Kranks
1385 East Janss Road
Thousand Oaks, CA 91362

Serious Cycling
29041 Thousand Oaks Boulevard
Agoura Hills, CA 91301

Fred G Parr, President
Ventura County Motorcycle Club
1211 Indigo Place
Oxnard, CA 93010

Judy Fenerty
Chapter Council Chair
California Native Plant Society
P.O. Box 6
Ojai, CA 93024

California Land Conservation
Assistance Network
Natural Resources Conservation
Services
3550 Harbor Boulevard
Suite 2-202
Oxnard, CA 93035

Stephanie Caldwell
President and CEO
Ventura Chamber of Commerce
P.O. Box 24287
Ventura, CA 93002

Los Padres Forest Watch
P.O. Box 831
Santa Barbara, CA 93102

Initial Study with Proposed Negative Declaration/Environmental Assessment

Maureen McGuire Chief Executive Officer Farm Bureau of Ventura County 5156 McGrath Street, Suite 102 Ventura, CA 93006	Anthony Russell Chief Administrative Officer Community Memorial Hospital 147 North Brent Street Ventura, CA 93001	West Ventura Medical Clinic 133 West Santa Clara Street Entrance A & B Ventura, CA 93003
Carlos V. Cohen, School Principal De Anza Academy of Tech and Arts 2060 Cameron Street Ventura, CA 93023	Dora Herrera Administrative Assistant E.P. Foster Elementary School 20 Pleasant Place Ventura, CA 93001	Mark Asher School Principal Lincoln Elementary School 1107 East Santa Clara Street Ventura, CA 93001
Clara Guerrero, School Principal Sheriday Way Elementary School 573 Sheridan Way Street Ventura, CA 93001	Marissa Rodriguez, School Principal Ventura High School 2 North Catalina Street Ventura, CA 93001	Courtney Johnson, School Principal Cabrillo Middle School 1426 East Santa Clara Street Ventura, CA 93023
Tatiana Lazaro, Branch Director Boys and Girls Club of Greater Ventura - West End Teen Center 831 North Olive Street Ventura, CA 93001	Ashley Hofer Administrative Assistant Boys and Girls Club of Greater Ventura Administrative Office 1280 South Victoria Avenue Suite 240 Ventura, CA 93003	Helen Eloyan, Chair Westside Community Council 675 East Santa Clara Street Suite 2690 Ventura, CA 93002
Cheryl Bucklin Recreation Coordinator Ventura Avenue Adult Center 550 North Ventura Avenue Ventura, CA 93001	Rajon White Recreation Coordinator Westpark Community Center 450 West Harrison Avenue Ventura, CA 93001	Andy Dosev, Chair Surfrider Foundation Ventura County Chapter P.O. Box 1028 Ventura, CA 93002
San Buenaventura Mission 211 East Main Street Ventura, CA 93001	Ventura Visitors and Convention Bureau 101 South California Street Ventura, CA 93001	The Nature Conservancy 1094 East Main Street Ventura, CA 93001
Ventura County Resource Conservation District P.O. Box 147 Somis, CA 93066	San Buenaventura Conservancy for Preservation P.O. Box 23263 Ventura, CA 93001	Robert Lopez, Chief Curator Ventura County Archaeological Society P.O. BOX 4172 Thousand Oaks, CA 91359
Barbareño/Ventureño Band of Mission Indians P.O. Box 364 Ojai, CA 93024	Ron Bowman 5450 Telegraph Road, Suite 200 Ventura, CA 93003	

Appendix A Title VI/Non-Discrimination Policy Statement

The California Department of Transportation (Caltrans) assures that no person shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance, as required by Title VI of the Civil Rights Act of 1964, as amended, the Civil Rights Restoration Act of 1987, and Federal EO 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations).

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

Appendix B Summary of Relocation Benefits

CALIFORNIA DEPARTMENT OF TRANSPORTATION RELOCATION ASSISTANCE PROGRAM

DECLARATION OF POLICY

“The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 CFR Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and financial benefits, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

RESIDENTIAL RELOCATION FINANCIAL BENEFITS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below. To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special

needs.

- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment, and similar business-related property, including dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items identified as real property may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

Appendix C Avoidance, Minimization and/or Mitigation Summary

The following avoidance, minimization and/or mitigation measures would be implemented as part of the project. With implementation of these measures, construction impacts would be minimized and would not be considered adverse.

Relocations and Real Property Acquisitions

To avoid and/or minimize potential relocation impacts, the following measure would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
REL-1	Displacees will be provided with relocation assistance in accordance with the Uniform Act.	Displacees provided with relocation assistance in accordance with the Uniform Act.	City	Pre-construction/ During construction	No

Aesthetics

To avoid and/or minimize potential visual impacts, the following measures would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
VIS-1	Staging areas would be located away from the public view where feasible. These areas would be fenced to reduce visibility and would be kept clean and orderly at all times. Soil and debris piles would be covered at all times when not in active use.	Staging areas would be in a hidden area with reduced visibility to the public and fenced.	City	Pre-construction/ During construction	No
VIS-2	Vegetation removal would be minimized to the extent feasible. Vegetated areas temporarily disturbed by the project would be re-landscaped following project construction using a context	Vegetated areas would be upkeep and following construction would be	City	During construction	No

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
	sensitive design that is visually compatible with the surrounding landscape and sensitive to local concerns regarding health and safety and water use. Landscape design within Caltrans ROW would be coordinated and approved by a Caltrans Landscape Architect.	landscaped adequately.			
VIS-3	Retaining walls and other hardscape elements would be designed using materials and aesthetic treatments that complement the surrounding landscape features. Features within Caltrans ROW would be designed in consultation with the Caltrans Landscape Architect.	Retaining walls and hardscape elements would be design using materials that are compatible with surrounding areas and in accordance with Caltrans requirements.	City	Pre-construction/ Design phase	No

Air Quality

To avoid and/or minimize potential air quality impacts, the following measures would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
AQ-1	Construction of the project would be required to comply with Caltrans' Standard Specification Section 14-9 (Air Pollution). Caltrans Standard Specifications, Section 14-9, specifically requires compliance with all applicable laws and regulations related to air quality, which would include applicable local and State regulations, including ARB's In-Use Off-Road Diesel-Fueled Fleets Regulation for the reduction of DPM. A significant portion of DPM is comprised of black carbon, which is considered a major short-lived contributor to climate change.	Construction would comply with Caltrans Standard Specifications Section 14-9.	City	Design Phase	No

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
AQ-2	In accordance with VCAPCD Rule 55 (Fugitive Dust Control), fugitive dust control measures would be applied.	Construction would comply with VCAPD Rule 55.	City	Design Phase/ During construction	No
AQ-3	All trucks that are to haul excavated or graded material on site would be required to comply with State Vehicle Code Section 23114 regarding the prevention of material spilling onto public streets and roads.	Construction would comply with State Vehicle Code Section 23114.	City	During construction	No
AQ-4	For improved fuel efficiency from construction equipment: • Maintain equipment in proper tune and working condition • Use right sized equipment for the job • Use equipment with new technologies	Adequate construction equipment would be utilized to optimize fuel efficiency.	City	During construction	No
AQ-5	Supplemental existing construction environmental training with information on methods to reduce GHG emissions related to construction.	Construction training would be provided to reduce GHG emissions.	City	Pre-construction/ During construction	No
AQ-6	Use accelerated bridge construction method (Reduces construction windows, uses more precast elements that in turn reduce need for additional falsework, forms, bracing, etc.)	Accelerated bridge construction methods would be used during construction.	City	During construction	No
AQ-7	Salvage rebar from demolished concrete and process waste to create usable fill.	Rebar would be salvaged during construction.	City	During construction	No
AQ-8	Reduce construction waste. For example, reuse or recycle construction and demolition waste (reduces consumption of raw materials, reducing waste and transportation to landfill; saves costs).	Construction waste would be reused or recycled when feasible.	City	During construction	No
AQ-9	Use recycled water or reduce or consumption of	Recycled water would be	City	During	No

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
	potable water for construction.	used when feasible.		construction	
AQ-10	Replace lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.	Ultra-reflective sign materials would be used where feasible.	City	During construction	No

Biological Resources

To avoid and/or minimize potential impacts on migratory birds and raptors, the following measures would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
BIO-1	If construction is scheduled to begin during bird nesting season (February 1 to September 1), nesting bird surveys would be completed no more than 48 hours prior to construction to determine if there are any nesting birds or active nests within or adjacent to the BSA (within 150 feet for birds and 500 feet for raptors). Surveys would be repeated if construction activities are delayed or suspended for five days or more.	Surveys completed and no special-status bird species found.	City	Pre-construction	No
BIO-2	If nesting birds are found in the BSA, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for birds and 500 feet for raptors, or as determined by a qualified biologist) would be installed and maintained until nesting activity has ended, to ensure that the birds and/or their nests are not harmed.	Fences installed and maintained during nesting activity.	City	Pre-construction/ During construction	No

Cultural Resources

To avoid, minimize, and/or mitigate potential impacts on archaeological resources, the following measures would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
CUL-1	No archaeological or tribal cultural resources were identified within the APE. If archaeological resources are discovered within or near construction limits, do not disturb the resources and immediately: 1. Stop all work within a 60-foot radius of the discovery 2. Secure the area 3. Notify the Engineer Caltrans investigates the discovery. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. If ordered, furnish resources to assist in the investigation or recovery of archaeological resources. This work is change order work.	No archeological or tribal cultural resources are discovered or if they are work is halted for investigation and/or recovery of archaeological resources is initiated.	City	During construction	No
CUL-2	If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, who, pursuant to Public Resources Code Section 5097.98, will then notify the most likely descendent. At this time, the person who discovered the remains will contact the project contact, e.g., District	No human remains are discovered. If remains are discovered the County Coroner and other appropriate individuals are contacted following PRC 5097.98.	City	During construction	No

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
	Environmental Branch so that they may work with the most likely descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.				
CUL-3	Because of the high sensitivity of the general area for archaeological resources, and to ensure their protection, all areas where construction is to occur would be monitored by a qualified archaeologist and a Native American monitor, acceptable to the City's Environmental Analyst, during all construction-related earth-moving activities. This would ensure protection of any known archaeological resources within the project area, and within 50 feet of the project area.	An archaeologist and Native American monitor would be present during construction-related earth-moving activities.	City	During Construction	No

Greenhouse Gas Emissions

To avoid and/or minimize potential impacts related to greenhouse gas emissions, the following measures would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
GHG-1	Limit idling to five minutes for delivery and dump trucks and other diesel-powered equipment.	Idling would be limited to five minutes.	City	During construction	No
GHG-2	Schedule truck trips outside of peak morning and evening commute hours.	Truck trips would be scheduled during slow traffic commute hours.	City	During construction	No
GHG-3	Use alternative fuels such as renewable diesel	Alternative fuels would be used for construction	City	During	No

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
	for construction equipment.	equipment.		construction	
GHG-4	Earthwork balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.	Earthwork cut and fill quantities would be balanced.	City	During construction	No
GHG-5	Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction.	Environmental training would be provided to implement methods to reduce GHG emissions during construction.	City	During construction	No
GHG-6	Recycle existing project features on-site.	Project features would be recycled.	City	During construction	No
GHG-7	Reduce construction waste.	Construction waste would be reduced where feasible.	City	During construction	No
GHG-8	Use recycled water or reduce consumption of potable water for construction.	Recycled water would be used where feasible during construction.	City	During construction	No
GHG-9	Specify Long-Life Pavement. Minimize life-cycle costs by designing long-lasting pavement structures. Consider future climate conditions in decisions.	Long-lasting pavement would be implemented to consider future climate conditions.	City	Design Phase	No
GHG-10	Use permeable pavements to reduce "urban heat islands." The void structure of pervious concrete acts as insulation and prevents the pavement from storing heat that would otherwise raise air temperatures (resulting in a greater use of air conditioning in nearby buildings).	Permeable pavements would be used.	City	Design Phase	No
GHG-11	Replace lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.	Ultra-reflective sign materials would be used where feasible.	City	During construction	No

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
GHG-12	Use water-efficient technologies for landscaping, building operations, etc. such as drought-tolerant landscaping, drip irrigation with moisture sensors, and water-saving fixtures such as low-flow toilets in structures.	Water efficient technologies would be used for landscaping.	City	During construction	No
GHG-13	Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.	Native plants and vegetation would be incorporated into the project design.	City	Design Phase/During construction	No
GHG-14	Avoid an ultimate (new trees at projected maturity) net loss of tree canopy within the project limits through a combination of preservation and new planting. Trees sequester carbon and provide cooling shade. - Replace removed trees at a minimum 1 to 1 ratio. - If overall a available planting area has been reduced, compensate for trees lost with trees either nearby or off-site.	Trees would be replaced at a 1:1 ratio and tree loss would be compensated nearby or off-site.	City	During construction	No
GHG-15	Design and install long-life pavement structures to minimize life-cycle costs. Consider future climate conditions in decisions. (E.g., areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting more frequent freezing temperatures.)	Long-life pavement structures would be implemented into the design.	City	Design Phase	No
GHG-16	Alternatives that match existing grade as much as possible are preferred; reduces earthwork.	Existing grade would be matched to the greatest extent feasible.	City	Design Phase	No

Hazards and Hazardous Materials

To avoid and/or minimize potential impacts related to hazardous sites, the following measures would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
HAZ-1	Given the relative lack of information regarding the 1950s-era "Gas & Oil" facility at 410 E. Thompson, a geophysical survey would be conducted to determine if buried underground tank(s) remain at the property.	A geophysical survey would be conducted.	City	Pre-construction	No
HAZ-2	Given the relative lack of information regarding the 1960s-era "Gas & Oil" facility at 205 California Street that could affect ROW Take APN 073-0-126-250 and 073-0-126-270, a Preliminary Site Investigation (PSI) and/or Detailed Site Investigation (DSI) as would be performed on the Take parcels as close to the Property boundary as feasible. Alternatively, exploration would occur on the 205 California Street property if an access agreement is negotiated.	A PSI and/or DSI would be performed on the take parcels as close to the property boundary as feasible.	City	Pre-construction	No
HAZ-3	When 30 percent PS&Es are available, areas of anticipated soil removal would be tested to help refine the extent of potentially hazardous soil disposal to mitigate ADL or other subsurface impacted soil as part of a PSI and/or DSI.	Soil would be tested to mitigate ADL exposure to the greatest extent feasible.	City	Design Phase	No
HAZ-4	Given the age of the structures on parcels contemplated for acquisition, pre-construction asbestos and lead-based paint surveys and/or abatement would be performed.	Pre-construction asbestos and lead-based paint surveys and/or abatement would be performed.	City	Pre-construction	No

Hydrology and Water Quality

To avoid and/or minimize potential hydrology and water quality impacts, the following measures would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
WQ-1	Construction activities would be completed during the dry season, as feasible. Should work be completed during the wet season, construction activities would be halted during a rain event.	Construction activities would be completed during the dry season.	City	During construction	No
WQ-2	The following types of materials would be prohibited from being rinsed or washed into the streets, shoulder areas, or gutters: concrete; solvents and adhesives; thinners; paints; fuels; sawdust; dirt; gasoline; asphalt and concrete saw slurry; and heavily chlorinated water.	Solvents, adhesives, thinners, paints, fuels, sawdust, dirt, gasoline, asphalt, and concrete slurry would be prohibited from being rinsed or washed into the streets.	City	During construction	No
WQ-3	Proper storage and disposal of potential hazardous materials would be conducted. Any surplus concrete rubble, asphalt, or other rubble from construction would be taken to a local landfill.	Proper storage and disposal of potential hazardous materials would be conducted.	City	During construction	No
WQ-4	The City would require construction contractors to implement BMPs included in the SWPPP and to comply with grading ordinances that protect waterways from erosion and sedimentation. The following is a list of potential erosion and sediment control measures that could be implemented to reduce potential project water quality impacts and comply with the CGP: • Silt Fence: Temporary erosion control measures, such as sandbagged silt fences, would be applied throughout construction of the project and would be removed after the working area is stabilized, or as directed by the	Construction would be conducted in compliance with standard BMPs in the SWPPP and the CGP.	City	During construction	No

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
	engineer. Soil exposure would be minimized through use of temporary BMPs, groundcover, and stabilization measures. • Wind Erosion Control: Exposed dust-producing surfaces would be sprinkled with water daily, if necessary, until wet; this measure would be controlled to avoid producing water runoff. Paved roads would be swept daily following construction activities. • Hydroseeding: An appropriate seed mix of native species would be planted on disturbed areas upon completion of construction. • Soil Binders: Nontoxic soil stabilizers would be applied to inactive construction areas (previously graded areas inactive for 10 days or more) that could contribute sediment to waterways. • Stockpile management: Exposed stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways would be enclosed or covered. Material stockpiles would be located in non-traffic areas only. Side slopes would not be steeper than 2:1. All stockpile areas would be surrounded by a filter fabric fence and interceptor dike. • Earth or organic material would be prevented from being deposited or placed where it may be directly carried into storm drains.				
WQ-5	Before discharging any dewatered effluent to surface waters, the applicant or its contractors would obtain a General Dewatering Permit from the Los Angeles RWQCB. As part of the permit,	A General Dewatering Permit would be obtained and all construction would be conducted in	City	Pre-construction/ During construction	No

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
	the permittee would design and implement any necessary measures to meet the discharge limits identified in the permit. Should dewatering be discharged into nearby storm drains, the General Dewatering Permit would require proper disposal of the water. Implemented measures may include the retention of dewatering effluent until particulate matter has settled before it is discharged, use of infiltration areas, and other BMPs. Final selection of water quality control measures would be subject to approval by the Los Angeles RWQCB.	compliance with this permit.			

Noise

To avoid and/or minimize potential noise impacts, the following measure would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
NOI-1	Construction would be conducted in accordance with the following Caltrans provisions in Section 14-8.02, "Noise Control," of the 2010 Standard Specifications and Special Provisions (SSP 14-8.02): The noise levels from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 dBA at a distance of 50 feet. The contractor shall equip all internal combustion engines with the manufacturer-recommended muffler and shall not operate any internal combustion engine on the job site without the appropriate muffler.	Construction would be conducted in compliance with Caltrans Standard Specifications 14-8.02.	City	During Construction	No

Transportation

To avoid and/or minimize potential transportation impacts, the following measure would be implemented:

Measure	Measure Description	Action Taken to Comply with Task	Responsible Agency	Phase	Mitigation for significant impacts under CEQA?
TRA-1	A TMP will be implemented during project construction. The TMP will be prepared to minimize direct and cumulative construction impacts on the community. The TMP will include, but not be limited to, the following features: • Public Information: Provide updates to affected residents, businesses, the general public, schools, and public transportation agencies through mailers, press releases, and paid advertising. • Motorist Information: Provide information using portable changeable message signs and groundmounted signs. • Incident Management: Implement a Construction Zone Enhanced Enforcement Program and Traffic Monitoring Station. Traffic Management During Construction: Provide traffic lane closure charts, ramp closures, movable barriers, and alternative route strategies including signal modification to accommodate detour traffic.	A TMP would be implemented during project construction.	City	Pre-construction	No

Appendix D List of Technical Studies

The following studies and/or technical analyses have been prepared and are incorporated by reference into this Environmental Assessment:

- Ambient Air Quality & Noise Consulting. Air Quality Report – US-101 California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2024
- Ambient Air Quality & Noise Consulting. Noise Study Report – US-101 California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2024
- Ambient Air Quality & Noise Consulting. Construction Groundborne Vibration Technical Memorandum – US-101 California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2024
- Caltrans District 7, Noise Group. Noise Abatement Decision Report – US-101 California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2025
- David Evans & Associates, Inc. Noise Abatement Decision Report -- Northbound US-101 California Street Off-Ramp Relocation Project, City of Ventura, California. 2025
- Duke Cultural Resource Management, LLC. Archeological Survey Report – Northbound US-101 California Street Off-Ramp Relocation Project, City of Ventura, California. 2025
- Duke Cultural Resource Management, LLC. Extended Phase I Survey Report – Northbound US-101 California Street Off-Ramp Relocation Project, City of Ventura, California. 2025
- Engeo Inc. Phase I Initial Site Assessment – 07-Ven-101 (PM 30.1) EA 21070k NB US-101 at California Street Off-Ramp, City of Ventura, California. 2022
- GPA Consulting. Historic Resources Evaluation Report – California Street Off-Ramp Relocation Project, City of Ventura, California. 2025
- GPA Consulting. Historic Property Survey Report – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2025
- GPA Consulting. Visual Impact Assessment – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2015
- GPA Consulting. Supplemental Visual Impact Assessment – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2023
- GPA Consulting. Jurisdictional Delineation Report – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2015
- GPA Consulting. Supplemental Jurisdictional Delineation Report – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2022
- GPA Consulting. Natural Environment Study (Minimal Impacts)- California Street

Northbound Off-Ramp Relocation Project, City of Ventura, California. 2015

- GPA Consulting. Natural Environment Study (Minimal Impacts)- California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2022
- GPA Consulting. Community Impacts Assessment – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2015
- GPA Consulting. Supplemental Community Impacts Assessment – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2024
- GPA Consulting. Relocation Impact Memorandum -- California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2016
- GPA Consulting. Supplemental Relocation Impact Memorandum -- California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2024
- GPA Consulting. Traffic Impact Assessment – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2022
- GPA Consulting. Water Quality Assessment Report – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2016
- GPA Consulting. Supplemental Water Quality Assessment Report – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2022
- Rincon Consultants, Inc. Site Investigation Completion Report – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2021
- Stantec Consulting Services. PA/ED Traffic Impact Analysis – California Street Northbound Off-Ramp Relocation Project, City of Ventura, California. 2022

Please note, many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the [Standard Environmental Reference Volume 2](#) in Section 3.4.13 and Section 5.3.6.

Appendix E List of Acronyms and Abbreviations

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADL	Aerially Deposited Lead
ADI	Area of Direct Impact
APE	Area of Potential Effects
APN	Accessor Parcel Number
AQMP	Air Quality Management Plan
AQR	Air Quality Report
ARD	Aquatic Resources Delineation
ASR	Archaeological Survey Report
bgs	Below Ground Surface
BMP	Best Management Practice
BSA	Biological Study Area
Cal Fire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CH ₄	Methane
City/Ventura	City of Ventura
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CRHR	California Register of Historic Places
dB	Decibels
dBA	A-weighted Decibels
EA	Environmental Assessment

EIS	Environmental Impact Statement
FCAA	Federal Clean Air Act
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
HDM	Highway Design Manual
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
HOV	High Occupancy Vehicle
IS	Initial Study
ISA	Initial Site Assessment
LCP	Lead Compliance Plan
L _{eq} (h)	Hourly Equivalent Continuous Sound Level
LOS	Level of Service
MOU	Memorandum of Understanding
MTCO _{2e}	Metric tons of Carbon Dioxide Equivalent
MSAT	Mobile Source Air Toxics
MLD	Most Likely Descendant
NAAQS	National Ambient Air Quality Standards
NADR	Noise Abatement Decision Report
NB	Northbound
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NES(MI)	Natural Environment Study (Minimal Impacts)
NPDES	National Pollutant Discharge Elimination System
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
N ₂ O	Nitrous Oxide
NRHP	National Register of Historic Places
NSR	Noise Study Report
O ₃	Ozone

PM	Post Mile
PM _{2.5}	Particulate Matter Less than 2.5 Microns in Diameter
PM ₁₀	Particulate Matter Less than 10 Microns in Diameter
PRC	Public Resource Code
project	California Street Northbound Off-Ramp Relocation Project
PQS	Professionally Qualified Staff
ROG	Reactive Organic Gases
ROW	Right-of-Way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SDC	Seismic Design Criteria
SB	Southbound
SCCAB	South Central Coast Air Basin
SCAG	Southern California Association of Governments
SIP	State Implementation Plan
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
TCE	Temporary Construction Easements
TIA	Traffic Impact Analysis
TMP	Traffic Management Plan
UPRR	Union Pacific Railroad
US-101	United States Route 101
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
VCAPCD	Ventura County Air Pollution Control District
VMT	Vehicle Miles Traveled
VAU	Visual Assessment Unit
VIA	Visual Impact Assessment
XPI	Extended Phase I