VENTURA / SANTA BARBARA 101 HOV PROJECT

Ventura County and Santa Barbara County
District 7 US 101 PM 39.8 Ventura Co to PM 2.2 Santa Barbara Co
EA 260700

Mitigated Negative Declaration/with Finding of No Significant Impacts

SANTA BARBARA & VENTURA COUNTIES
CARPOOL LANE PROJECT

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the State of California Department of Transportation under its assumption of responsibility pursuant to 23 U.S.C. 327.

December 2008

State of California
Department of Transportation

SCH Number: 2007081071
07 U.S. 101 VEN PM 39.8/SB PM2.2

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The State of California Department of Transportation (Caltrans) proposes to construct a High Occupancy Vehicle lane in each direction on the U.S. 101 within the existing median between the Mobil Pier Undercrossing (PM 39.8) in Ventura County and Casitas Pass Road (PM 2.2) in Santa Barbara County. The Minimum Build Alternative was selected.

Determination

Caltrans has prepared an Initial Study for this project and after public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on Wild and Scenic Rivers, Timberlands, Community Impacts, Natural Communities and Threatened and Endangered Species.

In addition, the proposed project would have no significant effect on topography, seismic exposure, floodplains, wetlands or water quality, land use, public facilities or other socio-economic features, cultural resources, open space or parklands.

The proposed project would not significantly impact any sensitive plant or animal species, other wildlife, riparian habitat, wetlands, or agricultural land.

The proposed project would result in increased noise levels, but with the addition of soundwalls, these effects would be reduced to acceptable levels.

The proposed project would promote improved regional air quality.

The proposed project would affect the scenic resources in the area, but with proposed landscape and aesthetic treatments, the effects would be minimized.

Ronald Kosinski

RONALD KOSINSKI
Deputy District Director
District 7 Division of Environmental Planning
California Department of Transportation

Dec 12, 2008
Date

California Department of Transportation
Finding of No Significant Impact

for

(Ventura/Santa Barbara 101 HOV Project)

The California Department of Transportation (Caltrans) has determined that the MINIMUM BUILD Alternative will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment, which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment and incorporated technical reports.

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

Notwithstanding any other provision of law, a claim arising under federal law seeking judicial review of the permit, license or approval issued by a federal agency for a highway or public transportation project shall be barred unless it is filed within 180 days after publication of a notice in the Federal Register announcing that the permit, license, or approval is final pursuant to the law under which agency action is taken, unless a shorter time is specified in the federal law pursuant to which judicial review is allowed.

December 12, 2008
Date

Ronald Kosinski
RONALD KOSINSKI
Deputy District Director
District 7 Division of Environmental Planning
California Department of Transportation

SCH# 2007081071
U.S. 101 VEN PM 39.8/SB PM2.2
EA 260700

The State of California Department of Transportation is proposing to construct a High Occupancy Vehicle lane in each direction of the U.S. 101 within the existing median between the Mobil Pier Undercrossing (PM 39.8) in Ventura County and Casitas Pass Road (PM 2.2) in Santa Barbara County

INITIAL STUDY/ ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, Public Resources Code
(Federal) 42 USC 4332(2)(C), 23 USC 327

THE STATE OF CALIFORNIA
Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the State of California Department of Transportation under its assumption of responsibility pursuant to 23 U.S.C. 327.

August 1, 2008
Date of Approval

Ronald Kosinski
Deputy District Director
District 7 Division of Environmental Planning
California Department of Transportation

Table of Contents

List of Technical Studies that are bound separately

Air Quality Assessment	**April 2008**
Historic Property Survey Report	**April 2008**
Archaeological Extended Phase I Report	**May 2008**
Community Impact Analysis	**July 2008**
Cumulative Impact Analysis	**July 2008**
Geo-technical Report	**May 2008**
Hazardous Waste Report Site Investigation	**March 2008**
Hydraulic Study	**March 2008**
Natural Environment Study	**November 2007**
Noise Study Report	**December 2007**
Supplemental Noise Study	**April 2008**
Traffic Analysis Report	**March 2008**
Supplemental Traffic Report	**July 2008**
Visual Impact Analysis	**July 2008**

List of Figures

List of Tables

Chapter 1 Proposed Project

1.1 Introduction

This document is the Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) for the project. Comments have been received and addressed from the public and reviewing agencies. The MND/FONSI includes responses to comments received on the Initial Study/Environmental Assessment (IS/EA) and the Preferred Alternative has been identified. Following distribution of the MND/FONSI, if the decision is made to approve the project, a Notice of Determination will be published for compliance with the California Environmental Quality Act and Notice of Availability of the FONSI will be published for compliance with the National Environmental Policy Act. A vertical line in the margin indicates that there were changes in the text from the IS/EA after the public circulation process.

U.S. Highway 101 (U.S. 101) is a primary north-south route extending along the coastal area of the State of California. The segment of the highway within the project limits connects Ventura County to Santa Barbara County as shown in Figure 1.1-1 and 1.1-2 and operates as a four-lane highway.

The State of California Department of Transportation (Caltrans) proposes to construct a High Occupancy Vehicle (HOV) lane in both directions within the existing median between the Mobil Pier Undercrossing (PM 39.8) in Ventura County and Casitas Pass Road (PM 2.2) in Santa Barbara County and would connect to Caltrans District 5 South Coast 101 HOV project at the northern terminus, which is currently in the planning phase. Proposed project features include Intelligent Transportation Systems (ITS), improvement of median barriers and closure of median openings. The length of the proposed project is six miles and would provide six lanes, three northbound (NB) lanes and three southbound (SB) lanes through the communities of Mussel Shoals, La Conchita, and Rincon in Ventura County and the City of Carpinteria in Santa Barbara

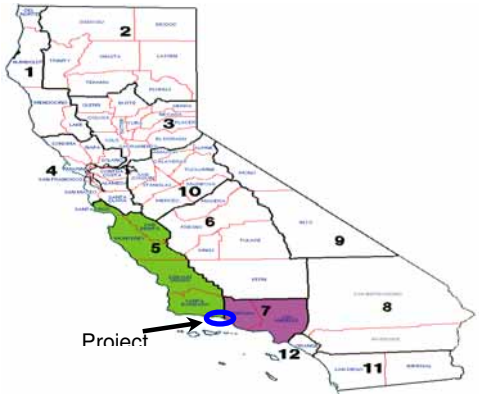


Figure 1.1-1 Project Location on Caltrans District Map

County, California. Three (3) alternatives have been proposed: the NO BUILD Alternative, the MINIMUM BUILD Alternative, and the FULL BUILD Alternative.

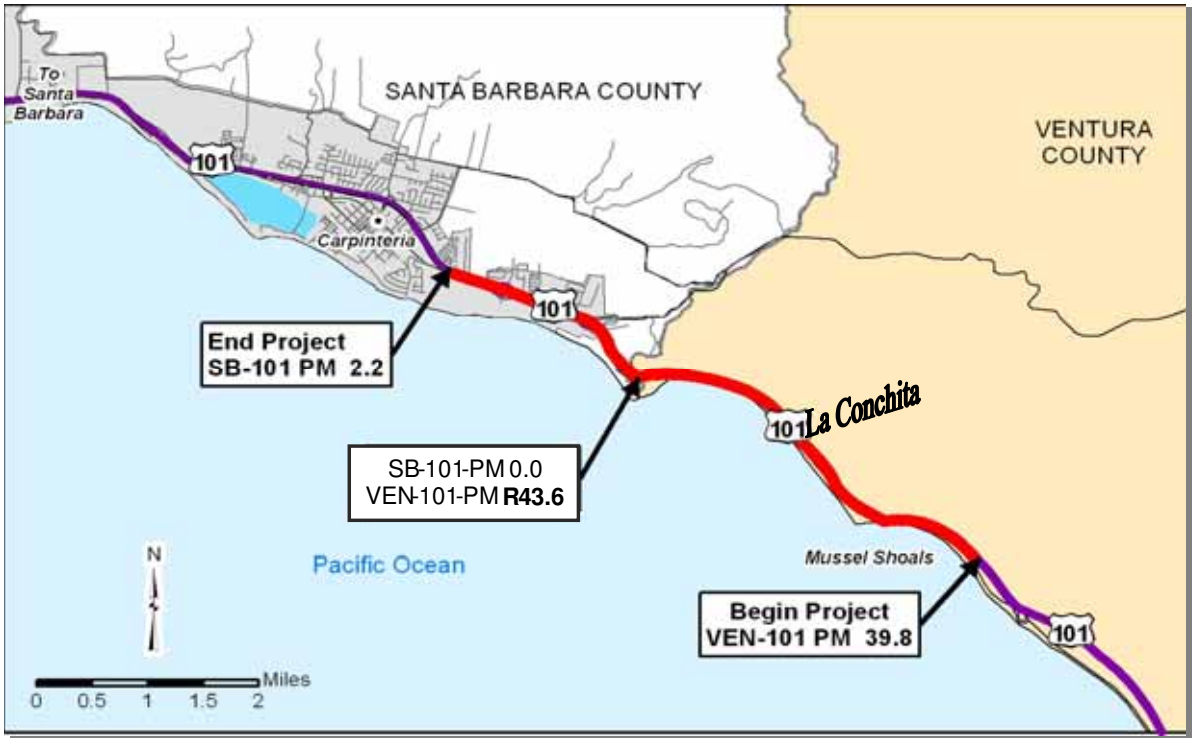


Figure 1.1-2 Project Vicinity Map

In addition to congestion relief with the addition of HOV lanes, Caltrans proposes to provide beach access by constructing a Pedestrian Undercrossing at La Conchita. The proposed project would also include upgrading access at Mussel Shoals and La Conchita and closure of median openings at Mussel Shoals, La Conchita, and Tank Farm. Environmental studies for this portion of the project were completed in the 2002 La Conchita/Mussel Shoals Access Improvement Mitigated Negative Declaration/Findings of No Significant Impact, (MND/FONSI) and proposed funding for construction is included as part of the VEN/SB 101 HOV project. This document can be accessed on the Internet at: http://dot.ca.gov/ dist07/resources/envdocs/docs/LaConchita_access_ndfonsi.pdf

The proposed project is fully funded and is included in the Ventura County 2004 RTP. The 2004 RTP was found to conform by SCAG on April 1, 2004 as Resolution #06-471-3 and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on June 7, 2004. The project is also included in SCAG financially constrained 2006 Regional Transportation Improvement Program (RTIP) as Resolution #06-477-2. The SCAG 2006 RTIP was found to conform by FHWA and FTA on October 2, 2006. The design concept and scope of the proposed project is consistent with the

project description in the 2004 RTP Amendment #3, the 2006 RTIP, and the assumptions in SCAG's regional emissions analysis.

Background

In the early 1960s consideration for widening the U.S.101 in Santa Barbara County was introduced. In 1974, the project area was analyzed in Caltrans Feasibility Report and a six-lane highway was recommended. Consideration for widening the Ventura County portion of the project began in the late 1990s and in 1999, projected growth and capacity requirements were evaluated in Caltrans Transportation Concept Report (TCR) and widening was recommended. In 2001, widening the Santa Barbara County portion of the project was analyzed in Caltrans TCR and a larger facility was recommended.

Caltrans, Santa Barbara County Association of Governments (SBCAG), Ventura County Transportation Commission (VCTC); and state and local agencies worked together to develop the 2002 "South Coast Highway 101 Deficiency Plan" and the 2006 "101 In Motion Plan." These plans included alternatives for widening of the highway by adding lanes in each direction and the "101 In Motion Plan" recommended the addition of a High Occupancy Vehicle (HOV) lane in each direction. Congestion relief was also analyzed in the VCTC Congestion Management Program (CMP) and this plan also recommended adding lanes and implementing a peak hour HOV lane. Both plans recommend the addition of HOV lanes as the more effective solution for congestion relief because of the HOV's additional carrying capacity when compared to a mixed-flow lane.

In 1968, consideration for constructing a pedestrian crossing at La Conchita began when Caltrans proposed a pedestrian crossing at La Conchita for safe beach access. In 2002, an environmental document was approved for a proposed pedestrian undercrossing (PUC) at La Conchita. In 2005, the PUC at La Conchita was recommended in the Ventura County Transportation Commission (VCTC) Congestion Management Plan and in 2006, VCTC commenced design of the proposed PUC.

Existing Facility

The U.S. 101 is part of the National Highway System and has been identified by the Federal Department of Transportation and the Department of Defense as a route in the Strategic Highway Corridor Network and is classified as an urban freeway. It is on the State Freeway and Expressway System and is a designated Focus Route on the Interregional Road System. It is also a State Highway Extra Legal Load Route and is on the Surface Transportation Assistance Act Truck Network.

The proposed project segment of the U.S. 101 connects Ventura County to Santa Barbara County and operates as a four-lane expressway to freeway, respectively. The original

two-lane highway was completed in 1938. In 1951, the two lane highway was expanded to four lanes in its current alignment. The median barrier was constructed in 1985.

In the northbound direction, beginning in the vicinity of Mussel Shoals the U.S. 101 operates as a four lane expressway. The posted speed is 65 mph. Northbound U.S. 101 provides three 12-foot lanes and changes to two 12-foot lanes roughly 0.60 miles upstream of the Mussel Shoals access. U.S. 101 continues north with two lanes past La Conchita and Tank Farm and then widens to three lanes 0.35 miles upstream of the Bates Road undercrossing. U.S. 101 continues with three lanes in Santa Barbara County, tapering down to two lanes 0.30 miles downstream of the SR 150 overcrossing at the northern extent of the project limits.

In the southbound direction, beginning in the vicinity of Casitas Pass Road in Santa Barbara County, southbound U.S. 101 operates with two 12-foot lanes. Auxiliary lanes are provided between Bailard Avenue and SR-150 and between SR-150 and Bates Road. South of Bates Road, southbound U.S. 101 offers two 12-foot lanes until 0.25 miles downstream of Mussel Shoals access, where U.S. 101 widens to three 12-foot lanes.

In Ventura County there are three median openings at Mussel Shoals, Santa Barbara Avenue (La Conchita), and Tank Farm. These openings provide full access in and out of Mussel Shoals and La Conchita by offering:

- Left turn deceleration and storage lanes for traffic turning in
- Right turn deceleration lanes for turning in
- Left turn acceleration lanes for traffic turning out
- Right turn acceleration lanes for turning out

At Tank Farm, the median opening is designed to accommodate U-turns only. There are no deceleration or acceleration lanes.

In Ventura County, the median width varies from 22 to 46 feet and contains a single row of double thrie-beam median barrier. Inside shoulders vary from 2 to 11 feet. Outside shoulders vary from zero to 11 feet.

In Santa Barbara County, the median varies from 21 to 41 feet. Inside shoulder width varies from 4 to 10 feet, and outside shoulder width varies from 8 to 10 feet. The median is landscaped between a thrie-beam barrier on each side of the freeway.

There is a bikeway in both directions between U.S.101/SR 150 interchange and Seacliff (Old Rincon Highway)/U.S. 101 interchange just south of Mussel Shoals. Cyclists are allowed because there is no alternative route outside of U.S.101 that offers a direct route between the Seacliff interchange and Carpinteria. There is an existing non-standard bicycle facility located on the southbound U.S.101 between the U.S.101/150 Interchange and the Seacliff exit. Just south of Bates Road Interchange there is a 2 mile section with a non-standard striped bikeway adjacent to the travel lane, with a 3-foot buffer between the bikeway and emergency parking lane, that ends several feet before the off-ramp to Mussel Shoals. The existing NB non-standard bikeway connects to the U.S.101 from the frontage road (Old Rincon Highway) just south of Mussel Shoals and continues to the U.S.101/150 Interchange. After the intersection of U.S.101 and Old Rincon Road, the NB bicycle facility consists of a variable shoulder with non-standard pavement markings. The bikeway is part of the Pacific Coast bicycle route and is frequently used for recreational and charitable bicycle rides. Emergency shoulder parking is allowed from south of Bates Road Interchange to north of the community of Mussel Shoals.

A Union Pacific Railroad track runs parallel to the U.S.101, approximately 50 feet east of the northbound edge of U.S.101 and 62 feet from the western edge of Seaside Ave in La Conchita. It continues northbound until the Wave Overhead Bridge where it crosses under the U.S.101 to the southside until the northern project limits. The railroad property within the project limits varies in width from approximately 60 to 100 feet.

There are four structures: Bates Road Undercrossing (Bridge No. 51-279 L) located in Ventura County and the Wave Overhead (Bridge No. 51-229 R/L) and structures at the U.S.101/SR 150 Interchange and Bailard Avenue Interchange located in Santa Barbara County.

Purpose and Need

1.1.1 Purpose

The purpose of this project is to improve mobility by reducing existing and forecasted traffic congestion on U.S.101 within the project limits. This project would reduce congestion and is expected to enhance traffic operations by adding capacity in an area that experiences delays during peak hours and enhance safety within the project limits, while minimizing environmental and socio-economic impacts. Constructing an HOV lane for its' additional carrying capacity in this area is a critical element to improve operations when compared to a mixed flow lane as identified in regional transportation planning studies including the SBCAG 101 In Motion Plan and VCTC Congestion

Management Program and Caltrans TCR. The proposed project is intended to achieve the following goals:

- To reduce existing and forecasted traffic congestion, to eliminate the existing freeway lane bottleneck, and to reduce vehicle weaving within the project limits.
- To facilitate through vehicle trips by promoting ridesharing and increasing the capacity of vehicles moving through the regional highway system.
- To decrease travel times for travelers.
- To facilitate the efficient flow of goods and services through this area.

1.1.2 Need

Disproportionate demand is overwhelming the existing capacity of the U.S. 101 during peak periods including weekends. The 2006 Average Annual Daily Traffic (AADT) was calculated to be 82,000 vehicles and during peak periods, the highway is congested for several hours a day in each direction.

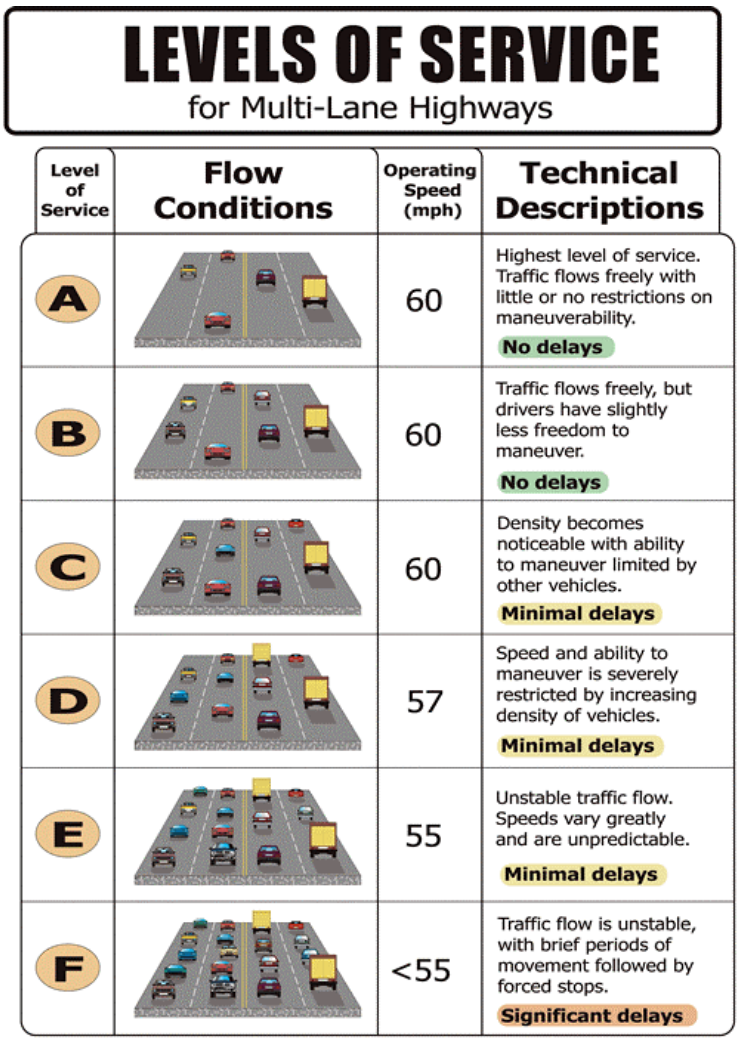
Based upon regional growth studies, the population of Ventura and Santa Barbara County is expected to increase. The population in Ventura County is expected to increase by 26 percent from 753,197 in 2000 to 951,080 in 2025 [Southern California Association of Governments (SCAG) 2001 Regional Growth Trends] and the population of Santa Barbara County is expected to increase by 20 percent from 417,500 in 2005 to 459,600 in 2020 (SBCAG Regional Growth Forecast 2007).

In addition to population growth, long distance commuting is escalating as affordable housing is located farther away from employment centers, resulting in an increase in the number of people commuting from Ventura County to Santa Barbara County. Surveys indicate over 15,000 vehicles commute daily from Ventura to Santa Barbara (SBCAG 2002 Commuter Profile Survey). The coastal location, natural amenities, and temperate weather have made this area a popular tourist destination, resulting in temporary traffic increases on weekends and during the summer. Without improvements to the existing highway, population growth and increasing travel demand would present even greater challenges to an already overtaxed transportation facility. Current congested conditions would continue to cause delay for local traffic, transit, commercial trucking, tourists, commuters, and emergency vehicles.

Traffic Demand and Capacity

The quality of traffic flow can be defined in terms of level of service (LOS). The measure used to provide an estimate of LOS is density. There are six LOS, ranging from LOS A

(free traffic flow with low volumes and high speeds, resulting in low densities) to LOS F (traffic volumes exceed capacity and result in forced flow operations at low speeds, resulting in high density). Refer to the Figure 1.1-3 on the next page for LOS thresholds on a basic freeway segment. Within the project limits, the U.S.101 experiences a deficient LOS and exceeds capacity during peak hours.



Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways

Figure 1.1-3 Levels of Service for Multi-Lane Highways

Caltrans Freeway Operations' primary objective is to improve the LOS, ensure trip reliability, and provide motorists with accurate real-time information on highway conditions. The criteria for the current and projected LOS was derived from Caltrans Highway Capacity Manual for a free flow speed of 50 to 60 mph and from Caltrans criteria considering the minimum accepted LOS with a flowing volume of 2000 to 2200

vehicles per hour per lane (VPHPL). Table 1.1-1 compares the traffic volumes and LOS for 2006, existing conditions, and the projected conditions for 2036.

Since this project spans two counties, more congested conditions were used to analyze the project as a whole. The peak month traffic in 2006 was 82,000 vehicles and the peak hour demand was 8,200 vehicles. The VPHPL was estimated to be 1,822 vehicles and LOS E, with a VPHPL design capacity of 2,000 vehicles. Traffic in the vicinity of the project has an average of 6-7% truck traffic.

Table 1.1-1 Traffic Volumes and LOS within the Project Limits

	Lanes	Average Annual Peak month Traffic	AM/PM Peak Hour Traffic	Demand Vehicles per hour per lane	Capacity Vehicles per hour per lane	LOS	Vehicle hours (VH)
EXISTING 2006	4 Mixed Flow	82,000	8,200	1,822	2,000	E	N/A
NO BUILD 2036 Projected	4 Mixed Flow	121,161	12,116	2,692	2,000	F	834,165 VH delay
BUILD 2036 Projected	4 Mixed Flow + HOV	121,161	12,116	1,954	2,200	D	834,165 VH saved

Source Caltrans Traffic Report 2007

Note: Existing and No Build Facility accounts for four mixed flow lanes with a short section of three mixed flow lanes northbound between Bates Road and the U.S. 101 /SR 150 IC and an auxiliary lane within the same southbound section. In the Build scenario, the additional mixed flow lane would remain and the auxiliary lane would be converted to a mixed flow lane. HOV capacity used is 85% of maximum capacity of Mixed Flow lane (2000 VPHPL) or 1700 VPHPL.

For the projected year 2036, the peak month traffic and the peak hour demand is expected to increase 50 percent, respectively 121,161 vehicles (AADT) and 12,116 vehicles (peak hour volume). The expected VPHPL would be 2,692 vehicles; without any improvements to the facility, the highway would exceed the maximum design capacity. This would create LOS F conditions and would result in 834,165 vehicle hours of delay.

Safety/Accident Data Analysis

Table 1.1-2 Selective Accident Rates, is a summary of actual traffic accident rates versus average accident rates calculated per million vehicle miles (mvm) during a 36-month period between January 1, 2004 to December 31, 2006. This data was obtained from Caltrans Traffic Accident Surveillance and Analysis System (TASAS).

Table 1.1-2 Selective Accident Rate from 01/01/04 to 12/31/06

LOCATION By County and Post Mile (PM/PM)		Total Acci-dents	Accident Rate					
			Actual			State Average		
			Fatal	Fatal+ Injury	TOTAL	Fatal	Fatal+ Injury	TOTAL
US 101	Ventura County (PM39.8/PM43.6)	192	0.004	0.23	0.71	0.022	0.37	0.82
US 101	Santa Barbara County (PM0.0/PM2.2)	115	0.000	0.27	0.77	0.011	0.27	0.71

Source Caltrans TASA Traffic System Network Report 2006

For Ventura County, the actual total 0.71 accident rate was less than the 0.82 state average rate and of the 194 reported accidents, the three primary causes for the accidents were speeding (36.6%), improper turns (33%) and the influence of alcohol (10.8%). The three primary types of collisions were rear ends (36.6%), hit objects (32.5%), and overturns (11.3%).

For Santa Barbara County, the actual total 0.77 accident rate was greater than the 0.71 state average rate and of the 119 reported accidents, the three primary causes for the accidents were speeding (46.2%), improper turns (20.2%), and the influence of alcohol (10.1%). The three primary types of collisions were rear ends (42%), hit objects (34.5%), and sideswipes (15.1%).

Operational Deficiency

Congestion in this area may be attributed to several factors. A bottleneck is formed due to the reduction of the mainline cross section from eight lanes to six lanes to four lanes within various locations. Another factor is heavy traffic volume originating from the Oxnard, Ventura and Camarillo areas traveling north to Santa Barbara during morning peak hours and traveling south in afternoon peak hours. There is also heavy merging and weaving from lane drops that occur within various segments of the project area resulting in considerable delays for several hours in the morning and afternoon in each direction. If no capacity improvements are made, conditions would continue to deteriorate in the future from planned growth alone.

The median openings for left turns at Mussel Shoals, La Conchita and Tank Farm allow motorists to cross two lanes of opposing traffic to turn left to access La Conchita or Mussel Shoals and to re-enter the SB or NB highway which can be challenging. Implementation of the HOV lane would require closure of the medians which would also eliminate accidents caused by left turns through the medians. Lengthening the acceleration and deceleration lanes to each of these communities would improve access for vehicles exiting and entering the community from the highway.

At La Conchita, there is no direct access to the beach and pedestrians have been observed crossing the highway via the median to access the beach. Pedestrians crossing a high-speed facility is an undesirable movement, which would be eliminated by closing the medians and providing a pedestrian undercrossing.

Legislation

On November 7, 2006 California voters approved Proposition 1B, the Highway Safety, Traffic Congestion Relief, Air Quality, and Port Security Bond Act of 2006. The bond includes $4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). Based upon the recommendations from previous plans and studies, Caltrans, VCTC and SBCAG jointly nominated the Ventura/Santa Barbara 101 High Occupancy Vehicle project for CMIA funds to widen the project segment, improve traffic flow and safety and to construct the pedestrian undercrossing in the community of La Conchita to provide safe beach access. The project was allocated CMIA and Inter-regional Improvement Program (IIP) funds in the amount of $151 million. The total amount programmed for the project ($151.47 million) is made up of a mix of CMIA and IIP funding. The total CMIA funding programmed for the project is available only for capital construction and construction support. The remaining support costs for the project are currently programmed with IIP funding.

Independent Utility

This project has independent utility because the proposed HOV lane would merge into an existing three lane facility in Ventura County at the southern project limit. In addition, several transportation improvement projects have been proposed, approved, or are under construction within the City of Carpinteria and near by vicinity in Santa Barbara County that would link to the northern project limits. A proposed project in the City of Carpinteria would improve Linden Avenue and the Casitas Pass Interchange to allow for improved Level of Service. Caltrans District 5 project began construction July 2008 and will improve U.S. 101 between Milpas Street and Hot Springs Road/Cabrillo Boulevard in Santa Barbara County. The project will include the reconstruction of two major interchanges, six new or improved bridges, freeway widening, and improvements to local streets and circulation. Some of the improvements would be completed and operational before commencement of the proposed project's construction; hence they would not contribute to impacts directly associated with the proposed project nor contribute to independent utility. In the interim, bottleneck conditions north of the proposed project may exist and would be addressed when other projects in the corridor are constructed after the completion of this project. This issue would be addressed as part of the project's Traffic Management Plan.

1.1.3 Related Projects

U.S. 101 Operational Improvements from Milpas to Hot Springs (2.0 miles) This project adds lanes NB and SB on the U.S. 101 between Cabrillo Road and Milpas Street in the City of Santa Barbara and includes local road improvements and bicycle and pedestrian enhancements. Construction began July 2008.

South Coast 101 HOV (10.3 miles) This project proposes to add median HOV lanes in both directions on U.S. 101 from 0.4 miles north of Bailard Avenue in the City of Carpinteria to 0.5 miles south of Milpas Street in the City of Santa Barbara – Public circulation of draft environmental document – Spring 2011.

Linden to Casitas Pass Interchanges (1.1 miles) This project includes reconstruction of interchanges, replacement of Carpinteria Creek Bridge, and provides a new Via Real connection south to Bailard Avenue. Public circulation of draft environmental document – Fall 2008.

Santa Barbara 101 TMS South. This SHOPP project proposes to provide Intelligent Transportation System (ITS) vehicle detectors on U.S. 101 in Santa Barbara County in two phases between the SB/VEN County Line (PM 0.0) and Winchester Canyon Road in the City of Goleta. The primary objective of this project is to capture traffic speed and volume information to effectively monitor and manage the freeway. When fully implemented and integrated with the Caltrans Transportation Management Centers (TMC), the project would also provide real-time traffic information to the traveling public.

Ventura U.S. 101 (PM 41.3/42.1) Proposes to replace drainage culverts at Punta Gorda Undercrossing/Rincon Point. This project is in the project initiation phase.

Ventura U.S. 101 (PM 29.9/30.0) This is a locally funded project with Caltrans oversight to modify off-ramps at California Street in the City of San Buenaventura. This project is in Project Approval/Environmental Document (PA/ED) phase.

Ventura U.S. 101 (PM22.0/23.7) This is a landscape mitigation project near the City of Oxnard from SR 232 to Johnson Drive. The project is under construction.

1.2 Project Description

The proposed project is 6 miles in length between the Mobil Pier Undercrossing in Ventura County and Casitas Pass Road in Santa Barbara County. Within the limits of the proposed project, U.S. 101 is a freeway/expressway with four 12-foot lanes and variable

width median, inside and outside shoulders. The primary purpose of the project is to improve mobility by reducing existing and forecasted traffic congestion on the U.S. 101 within the project limits by construction of an HOV lane in each direction to provide six lanes, three in each direction.

1.2.1 Alternatives

This section describes the proposed action and the design alternatives that were developed by a multidisciplinary team to achieve the project purpose and need, while avoiding or minimizing environmental impacts. The alternatives considered were the NO BUILD Alternative, the MINIMUM BUILD Alternative, and the FULL BUILD Alternative. After the public circulation period, all comments were considered and Caltrans identified a Preferred Alternative and made the final determination of the project's effect on the environment. In accordance with CEQA, no significant adverse impacts were identified; therefore, Caltrans prepared a Mitigated Negative Declaration (MND). Similarly, Caltrans, as assigned by FHWA, has determined that the project does not significantly affect the environment; therefore, Caltrans issued a Finding of No Significant Impact (FONSI) in accordance with NEPA. The selection of a final recommended alternative was made after consideration of public comments on the IS/EA and the MND/FONSI was approved and the final recommended alternative design option could be a combination of one or more of these alternatives.

Based on the results of the alternative evaluation, two build alternatives and a no build alternative were identified as the most reasonable and feasible for full environmental impact assessment. The MINIMUM BUILD Alternative has been identified as the Preferred Alternative. The NO BUILD Alternative and FULL BUILD Alternative, were not identified as preferred, furthermore, the NO BUILD Alternative was deemed "non-viable." A brief description of each alternative is described below.

1.2.2 MINIMUM BUILD Preferred Alternative

The MINIMUM BUILD Alternative with an improved bikeway and PUC has been identified as the Preferred Alternative by the Project Development Team (PDT). The PDT considered input from the public, community, government, and elected officials as well as the project funding, schedule, right of way constraints and feasibility of project alternatives. Although, both BUILD Alternatives would satisfy the purpose and need of the project, the MINIMUM BUILD Alternative would not require right of way acquisition and additional jurisdictional permits, this alternative saves money and time.

After the project and environmental document are approved, the next project milestone would be to complete detailed design and begin project construction by February 2011. Per legislature, Caltrans must meet the "begin construction" milestone per the Corridor Mobility Improvement Account (CMIA) agreement in order to receive CMIA funds. If the schedule is compromised, Caltrans would not receive funding to construct the project no improvements would be made and the existing congested conditions would remain and continue to worsen.

The MINIMUM BUILD Alternative includes the following project features:

- Construction of a 12-foot NB and SB High Occupancy Vehicle (HOV) Lane in the existing median area from U.S. 101 (PM 39.8) in Ventura County to U.S. 101 (PM 2.2) in Santa Barbara County.
- Implementation of varying shoulder widths that could include sections with a minimum of 2-foot wide inside shoulders and a minimum of 4.3-foot wide outside shoulders.
- Closure of existing median openings at Mussel Shoals (PM 40.9), La Conchita (PM 41.4), and Tank Farm (PM 42.2).
- Installation of Intelligent Transportation Systems (ITS), vehicle detectors, ramp meter and Closed Circuit TV (CCTV) and a changeable message sign near Bates Road.
- Removal and replacement of thrie beam barriers with concrete barriers and construction of additional concrete barriers as needed.
- Installation of soundwalls at Mussel Shoals and retaining walls as needed.
- Conversion of existing lanes located near the U.S.101/150 Interchange to accommodate the proposed HOV lane if necessary.
- No new right of way acquisition would be required for the proposed improvements.

The design includes deviations from mandatory and advisory design standards for curve radius, stopping sight distance, interchange spacing, shoulder width, horizontal and vertical clearances contained in the Highway Design Manual (HDM).

Alternatives No Longer Under Consideration

The following alternatives for the project were withdrawn after consideration by the Project Development Team (PDT). At this time, these alternatives are no longer considered for this project.

1.2.2 NO BUILD Alternative

The NO BUILD alternative provides a baseline for comparing the impacts associated with the alternatives. The infrastructure in the project area would remain as it now exists and congested conditions would continue to deteriorate. The NO BUILD alternative would not result in any foreseeable adverse environmental impacts; however, this alternative would not be consistent with Ventura and Santa Barbara County Congestion Management Plans or the 101 In Motion Plan, which recommended adding lanes and implementing HOV lanes. The long-term objective of improving traffic congestion would not be met due to the fact that it would not improve the efficient movement of goods and services in the vicinity of the project area. For these reasons, this alternative is not proposed.

1.2.2 FULL BUILD Alternative

The FULL BUILD Alternative includes the following project features:

- Construction of a 12-foot NB and SB High Occupancy Vehicle (HOV) Lane in the existing median area from U.S. 101 (PM 39.8) in Ventura County to US 101 (PM 2.2) in Santa Barbara County.
- Implementation of 10-foot wide inside shoulders and a minimum of 10-foot wide outside shoulders. Four bridge structures within the project limits would be widened to accommodate the full standard shoulders
- Closure of existing median openings at Mussel Shoals (PM 40.9), La Conchita (PM 41.4), and Tank Farm (PM 42.2).
- Installation of Intelligent Transportation Systems (ITS), vehicle detectors, and Closed Circuit TV (CCTV) as needed and changeable message sign (CMS) near Bates Road.
- Removal and replacement of thrie beam barriers with concrete barriers and construction of concrete barriers as needed.
- Installation of soundwalls and retaining walls as feasible.
- Conversion of lanes located near the U.S. 101/150 Interchange to accommodate the proposed High Occupancy Vehicle lane if necessary.
- Additional right-of-way acquistion would be required.

This alternative complies with the HDM Mandatory Design Standards.

The FULL BUILD Alternative was rejected for the following reasons:

- It would impact endangered species;
- It would require additional funding for right of way;
- It would require extensive negotiation with the utility companies and railroad for temporary easements.

Figure 1.2-1 on the next page, illustrates Typical Cross Sections of the proposed alternatives for the roadway section from Mussel Shoals to Bates Road.

1.2.3 Design Options

The following design options are being considered for the MINIMUM BUILD Preferred Alternative. Due to the schedule constraints imposed by CMIA funding, the selection of the following design options will be done during final design phase.

Part-Time HOV

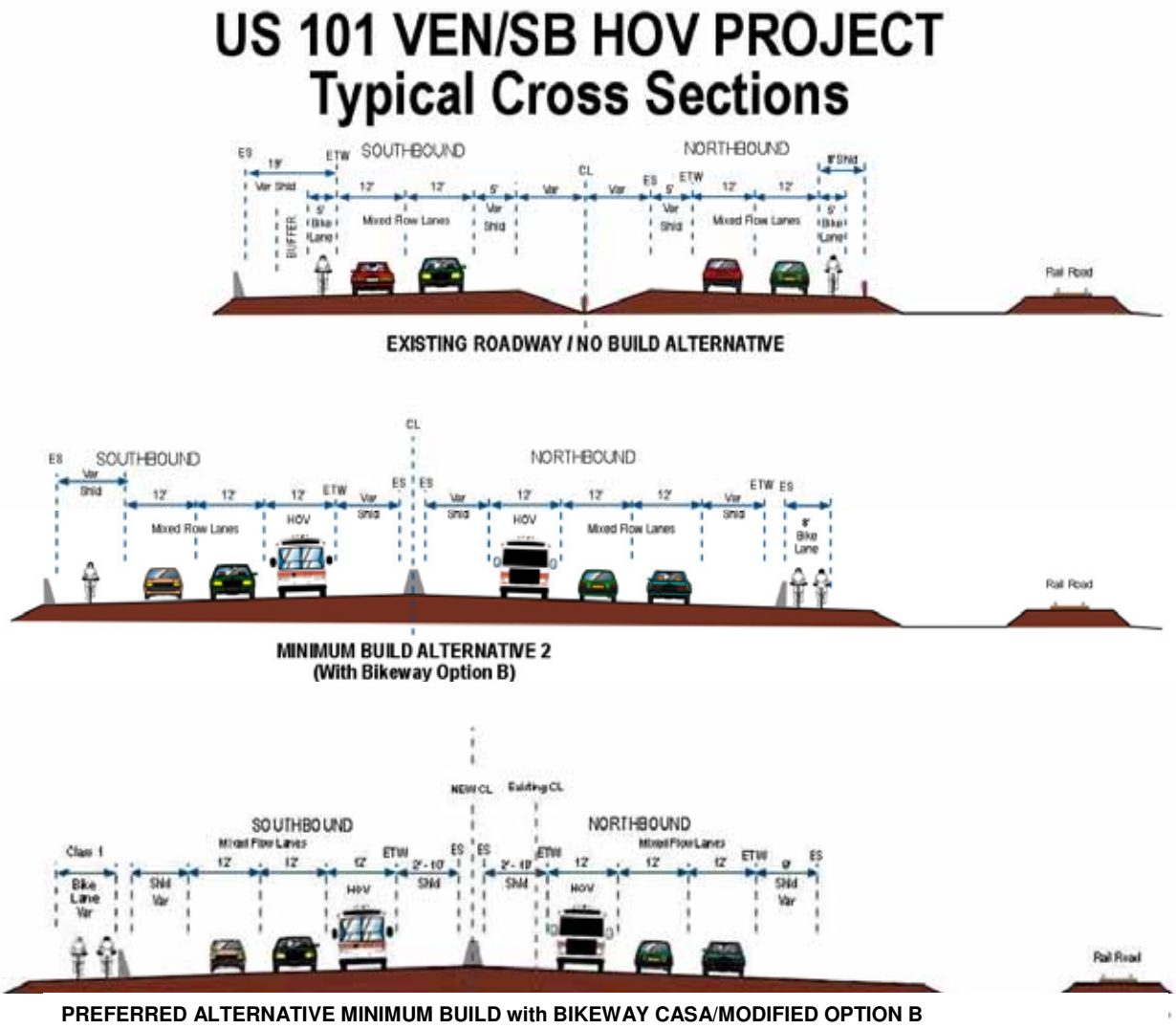
This option would administratively implement a part-time HOV lane in both directions within the proposed project limits. The HOV lane would be open to single-occupant vehicles during off-peak hours. Signage would be installed to inform motorists of the hours of operation and would have continuous ingress/egress striping to allow access. The South Coast 101 HOV Project (10.3 miles) between Bailard Avenue in the City of Carpinteria and Milpas Street in the City of Santa Barbara is anticipated to be a part-time HOV, but the hours of operation have not been determined. To achieve continuity in the corridor, specific hours of operation would be determined during the design phase based on coordination with the South Coast 101 HOV project.

Bikeway Design Options

During public circulation of the IS/EA, the California Coastal Commission proposed the Coastal Access and Safety Alternative (CASA), a modified version is referred to below as CASA/Option B Modified. Features proposed under CASA/Option B Modified are currently being analyzed and evaluated for feasibility. Modifications to Option B were added along with a wider PUC or two undercrossings may be constructed one for pedestrians and one for cyclists.

- Option A No change to the existing bikeways within the project limits.
- Option B Provides an 8-foot two directional barrier separated Class I bikeway with 1-foot shoulders from Mussel Shoals to the Bates Road Interchange on the northbound/inland side.

- Preferred CASA/Modified Option B Provides an 8 foot two directional barrier separated Class I bikeway with 1 foot shoulders from Mobil Pier Undercrossing to Bates Road on the southbound/ocean side with beach access. See Appendix K.



Source: Caltrans 2008

Figure 1.2-1 Typical Cross-Sections (between Mussel Shoals and Bates Road)

Pedestrian Undercrossing Design Options

The proposed pedestrian undercrossing (PUC) at the intersection of Bakersfield Avenue and Surfside Street in La Conchita has already undergone environmental approval (SCH#2002031013) and was approved in 2002. Although construction of the PUC would take place concurrently with the proposed project, it is not considered an actual component of the proposed project. However, since 2002, other location and design options are being considered. The following options are being considered as follows:

PUC 1 – Proposed design would be near the intersection of Bakersfield Avenue and Surfside Street and would span from the beach to just before Surfside Street. This design has already undergone environmental review and approval in 2002. This option requires Union Pacific Railroad and Ventura County right-of-way/land acquisition as well as Public Utility Commission approval. Currently, funding for land acquisition is not available.

PUC-2 – Proposed designs (north and south of Santa Barbara Avenue) would be near the intersection of Surfside Street and Santa Barbara Avenue. These designs would span from the beach to just before the Railroad Tracks within state right-of-way. These options would not require land acquisition from the Railroad or Ventura County, but would require Public Utility Commission approval.

PUC-3 Preferred - proposed conversion of an existing drainage culvert to a PUC near Oxnard Avenue is being studied for feasibility. This option does not require ROW acquisition and is currently under UPRR review, as it would require their approval and coordination. This option does not conflict with the proposed bikeway improvements and is favored by the beachgoers who currently use the drainage culvert for informal beach access.

1.2.3.1 Transportation Systems Management and Transportation Demand Management

Transportation System Management (TSM) strategies consist of actions that would increase the efficiency of existing facilities by increasing the number of through trips a facility can carry without increasing the number of through lanes. At this time, the project area does not meet the criteria for a TSM program because population in the project area is less than 200,000. TSM programs also encourage automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements.

Transportation Systems Management

This option would incorporate implementation of traffic systems management (TSM) measures such as ramp metering, auxilliary lanes, turning lanes, and traffic signal coordination. The U.S. 101 is the primary transportation corridor connecting northern Ventura County with Carpinteria and Southern Santa Barbara County and has heavy commuter traffic. The U.S. 101 amounts to approximately 70% of the study corridor and is a geographically constrained area, bounded by the Pacific Ocean and by mountainous terrain. There are no alternate routes until the City of Carpinteria. TSM measures may include freeway acceleration lanes, enhanced transit service through the U.S.101 corridor, and isolated intersection improvements.

Transportation Demand Management

Options such as SBCAG's Curb Your Commute would be considered for this project and would be incorporated into the Traffic Management Plan for this project if feasible. Curb Your Commute includes incentives, programs and services for commuters and employers designed to shift commuting to off peak hours, increase carpooling and vanpooling, and increase bus service levels for the Coastal Express 101.

1.2.4 Permits and Approvals Needed

The proposed project would require permits from different federal, state, and local agencies which would vary depending on the alternative selected. Due to the proximity of the proposed project, Coastal Development Permits would be required for the build alternative. The following Table 1.2-1 list the types of permits required, and agencies involved.

Table 1.2-1 Permits for the Proposed Project

	Agency	Permit/Approval	Status
MINIMUM BUILD	Ventura County	Coastal Development Permit (CDP)	2 permits required, one for HOV and one for the PUC -anticipated submittal after final environmental document distribution and during design phase
	Santa Barbara County	Coastal Development Permit	Anticipated submittal after final environmental document distribution and final design phase
	City of Carpinteria	Coastal Development and Conditional Use Permit	Anticipated submittal after final environmental document distribution and during design phase
	Union Pacific RR	Encroachment Permit	Temporary Construction Easement
	State Lands	Encroachment Permit	Acquisition agreement has not been finalized therefore Caltrans currently owns the land.

Chapter 2 Affected Environment, Environmental Consequences, and Mitigation Measures

This chapter explains the impacts that the project would have on the human, physical, and biological environments within the project and surrounding areas. It describes the existing environment that could be affected by the project, potential impacts from each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. Any indirect impacts are included in the general impacts analysis and discussions.

As part of the scoping and environmental analysis conducted, the following environmental issues were considered but no adverse impacts were indentified. Consequently, there is no further discussion regarding these issues in this document.

- Wild and Scenic Rivers. The project site contains no Wild and Scenic Rivers.
- Timberlands. The project site contains no Timberlands.
- Community Impacts. No relocations would be required for the proposed project.
- Natural communties were not found to present within the project boundaries.
- Threatened and Endangered Species are not present within the project limits.

Environmental impacts and mitigation measures reported in this Initial Study/Environmental Assessment were based on technical studies conducted for this project. The studies are listed after the Table of Contents on page vi and are available for review at:

- Caltrans District 7, 100 South Main Street, Los Angeles, California 90012.
- Carpinteria Public Library, 5141 Carpinteria Avenue, Carpinteria, CA 93013
- Carpinteria City Hall, 5775 Carpinteria Avenue, Carpinteria, CA 93013

2.0 HUMAN ENVIRONMENT

2.1.1 Existing and Future Land Use

Regulatory Setting

Santa Barbara County Comprehensive Plan, 1980

The Santa Barbara County Comprehensive Plan is an officially adopted statement of local policy concerning the County's long-term development. The Comprehensive Plan contains goals, objectives, policies, and action plans which guide development within the

unincorporated areas of the County. The Comprehensive Plan contains all the required elements and serves as "an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan." Since the project is located entirely within the coastal zone, the County's Local Coastal Plan is the governing land use plan for the project area.

Ventura County General Plan, 2005

The Ventura County General Plan is an officially adopted statement of local policy concerning the County's long-term development. The General Plan contains goals, policies, and programs which guide development within the unincorporated areas of the County. The General Plan contains all the required elements.

City of Carpinteria General Plan, 2003

The City of Carpinteria General Plan is the primary planning policy document for the City. The General Plan contains objectives, policies, and implementation strategies to guide development within the City. The General Plan contains all the required elements. According to the General Plan, the goal of the community is "to preserve the essential character of our small beach town, its family-oriented residential neighborhoods, its unique visual and natural resources, and its open, rural surroundings while enhancing recreational, cultural, and economic opportunities for our citizens."

Coastal Plans for Santa Barbara Co, Ventura Co and the City of Carpinteria

Please refer to the discussion in Section 2.1.3 Coastal Zone.

Affected Environment

Portions of southern Santa Barbara and northern Ventura counties inland of U.S. 101 are comprised primarily of open space (18,309 acres) or agricultural uses (including orchards, vineyards, nurseries, row crops, pasture, and range) (3,504 acres). Many of these areas are designated preserve lands or areas devoted to plants and animal production for commercial purposes, and for other compatible uses. Oil wells and related industrial facilities are also present along coastal portions of the study area. Residential development within the study area (1,159 acres) consists of smaller beach communities, rural residential, as well as a number of mobile home parks, single family, and multi-family developments located in the southern area of Carpinteria.

Within the study area, Santa Barbara County is characterized by a greater proportion of developed areas (1,452 acres including commercial, industrial, public services, and residential), with fewer acres of agricultural use (1,353 acres). Conversely, the portion of Ventura County within the study area is characterized primarily by open space and/or

recreational uses (18,050 acres) with agricultural uses (2,151 acres). Residential land uses are sparse in the Ventura County portion of the study area at 191 acres. Specific land uses within each affected community are identified below.

Southern Area of Carpinteria & Unincorporated portions of Santa Barbara County

The first families arrived in Carpinteria during the 1840s, although the town was not established until 1887. Historically, agriculture in the area supported crops such as lima beans, walnuts, and avocados. The area retains some of its agricultural uses, especially through citrus orchards and commercial flower gardens; however, development within the City has decreased the amount of land available for such uses.

The area is characterized by a number of business parks as well as industrial uses such as oil and natural gas facilities. Light industrial processing, assembly, packaging, wholesale, and service-related industries are supported here. Specifically, petroleum extraction and natural gas processing (Venoco Oil and Gas Facility, Carpinteria plant) as well as high technology firms (including research and development firms) are present. Open space and recreational areas for residents and visitors include Carpinteria Beach State Park, the Carpinteria Bluffs Nature Preserve, Viola Fields (which support playing fields), Monte Vista Park, Tee Time driving range, and the Thunderbowl roller skating rink. Public services include the Carpinteria Library, Carpinteria Middle School, as well as City Hall. Residential areas consist of single family residential, multi-family residential, and mobile home parks.

Commercial uses within the City of Carpinteria, west of the southern area of Carpinteria, provide daily services to residents and visitors. A mixture of retail, wholesale, service, and office uses are typically located along transportation corridors such as Carpinteria Avenue and provide both visitor-serving and local resident uses including neighborhood retail and grocery services.

According to the City of Carpinteria General Plan Land Use Element, there are few remaining areas within the City where development of housing can occur without conflicting with policies aimed at protecting coastal resources. Moreover, most of the City's undeveloped land is not designated for residential uses. The majority of new development would occur in the commercial and industrial sector, as most of the currently undeveloped areas are designated as such. However, land use and zoning standards are flexible to allow residential development within a mixed-use setting within general commercial and industrial areas (Objective LU-6). Furthermore, the City of Carpinteria General Plan Community Design Element identifies that the Northeast subarea, which contains a portion of the study area, provides more opportunities for new development than other areas. Some additional residential buildout is expected to occur

within areas designated for multi-family use. Figure 2.1-1 illustrates the land uses of this community and the surrounding area.

Rincon Area

Rincon Point is a gated residential community that straddles two counties on the southside of U.S. 101. The County line is defined by Rincon Creek. According to the Ventura County Coastal Area Plan, Rincon Point is "a 9.4 acre residential area with controlled access. It is zoned "C-R-1" (Coastal One-Family Residential, 7,000 square foot minimum lot size)." It is bordered by Rincon Beach Park along the coast, which boasts world-class surf conditions. Parking is available both west and east of Rincon Point Road for visitors and park users. Aside from residents, the primary user group of this area is surfers, and the area is a popular recreation spot. Beach access to Rincon Beach Park is provided via a walkway to the south of Rincon Point or via stairs to the north of Rincon Point.

The area north of U.S. 101 is characterized by low-density residential and agricultural uses within Santa Barbara County, whereas within Ventura County, uses north of U.S. 101 are primarily open space or sparsely populated agricultural uses with equestrian facilities. Given the residences' orientation toward the ocean, as well as expansive mature vegetation, views of U.S. 101 are not available from Rincon Point. Some of the south-facing rural residences along Bates Road can be seen clearly heading north of U.S. 101, which indicates the residences also have views of U.S. 101.

Major employment centers are located outside of this area; the nearest commercial services are located in Carpinteria, approximately 2.3 miles north of the Rincon area, and accessible via U.S. 101 and SR192. These services include neighborhood retail and grocery services.

La Conchita

La Conchita is a tightly-knit residential community located on the east side of U.S. 101, between Rincon Point and Mussel Shoals in unincorporated Ventura County. Known originally as La Conchita del Mar, this area was first subdivided in 1923. The community experienced two major landslides, in 1995 and 2005. The first major landslide destroyed nine homes, although no lives were lost. The second landslide destroyed an additional ten homes, damaged five, and caused ten deaths/casualties.

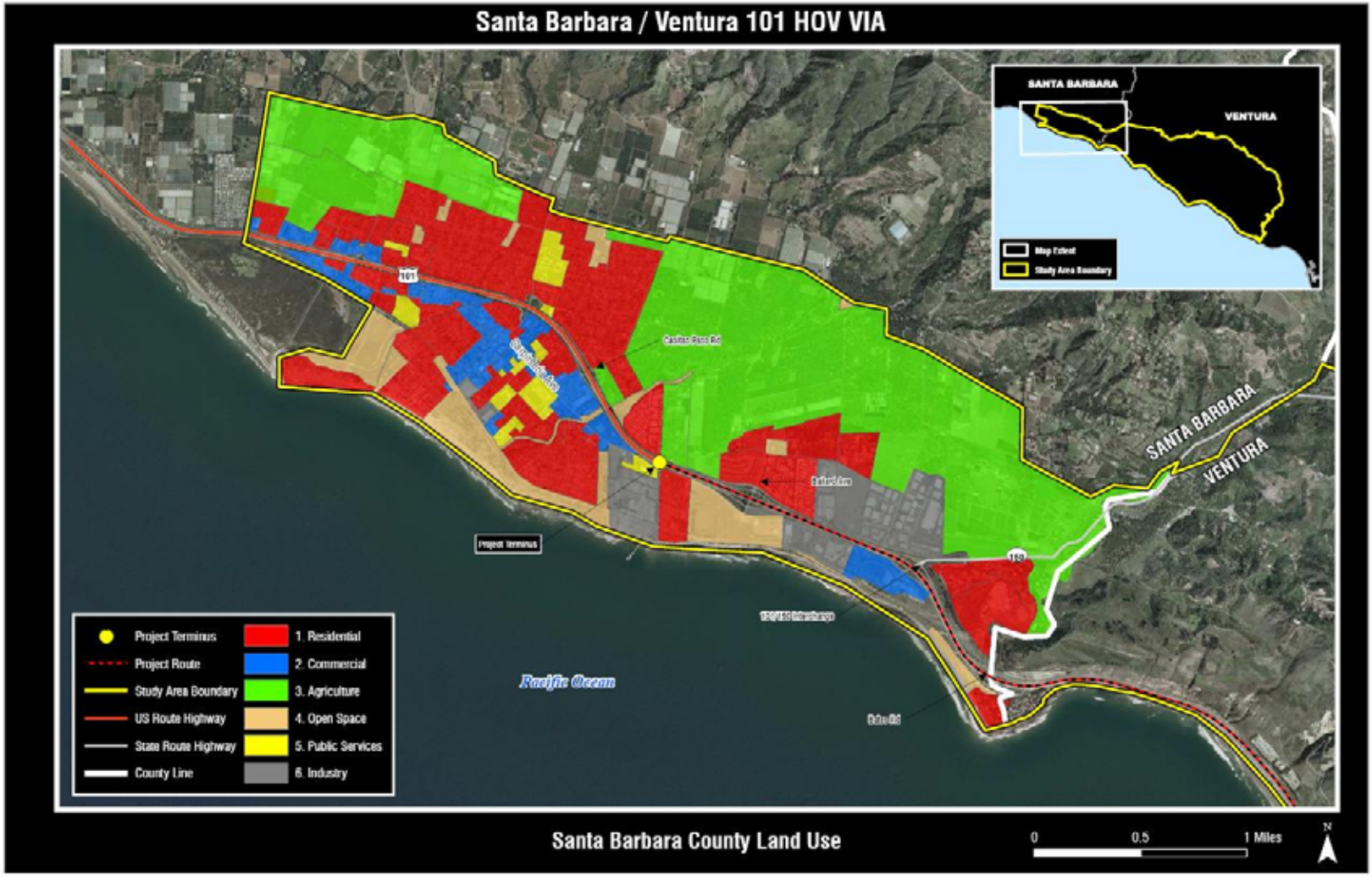


Figure 2.1-1 Study Area Land Use in Santa Barbara County

Subsequently, the area was federally classified as a geologic hazard area.

According to the Ventura County Coastal Area Plan, La Conchita is "an older residential community, about two miles south of the Santa Barbara-Ventura County Line, east of U.S. Highway 101, that encompasses 19.0 acres and is zoned "R-B" (Residential-Beach) and "C-C" (Coastal Commercial)." A gas station and convenience store is located at the corner of Surfside Avenue and Santa Barbara Avenue, however, it is not currently operational. A produce stand is situated on railroad right-of-way, near Santa Barbara Avenue that provides residents and visitors with fresh produce daily. On the plateau of Rincon Mountain, sparsely populated agricultural and open space uses are present. To the northwest of La Conchita, avocados are being cultivated. Farther northwest is the 9.8-acre Phillips Petroleum La Conchita Oil and Gas Processing Facility (Tank Farm) which is no longer active. Agricultural uses and livestock are located immediately adjacent to La Conchita.

Recreational opportunities within this community are primarily provided by the beach. While not intended for this purpose, beach users currently utilize a Department maintained drainage tunnel, located between Oxnard Avenue and Sunland Avenue, for beach access. The landscaping near the culvert is maintained by the community. In addition, parking is available along Surfside Avenue. Figure 2.1-2 illustrates the land uses of this community and the surrounding area.

Major employment centers are located outside of this area, the nearest commercial services are located in Carpinteria, approximately 4.3 miles north of La Conchita, and accessible only via U.S. 101. These services include neighborhood retail and grocery services.

Mussel Shoals

The least populated of the communities within the study area, Mussel Shoals is composed of mostly larger single-family residences and the Cliff House Inn, a 24-room hotel and attached restaurant, established in 1923. In 1924, Mussel Shoals was subdivided into 66 lots. In 1956-7, the Richland Oil Company built an island off Mussel Shoals for oil drilling. According to the Ventura County Coastal Area Plan, Mussel Shoals is "a 5.6-acre mixed-density residential area. It is located west of U.S. Highway 101 and the Old Coast Highway, and is zoned "R-B" (Residential Beach" and "C-C" (Coastal Commercial)." The community is connected via two main streets, Old Pacific Coast Highway and Old Rincon Highway/Breakers Way and Ocean Avenue. A homeowners association covers the residences along the north side of Breakers Way. Rincon Island,

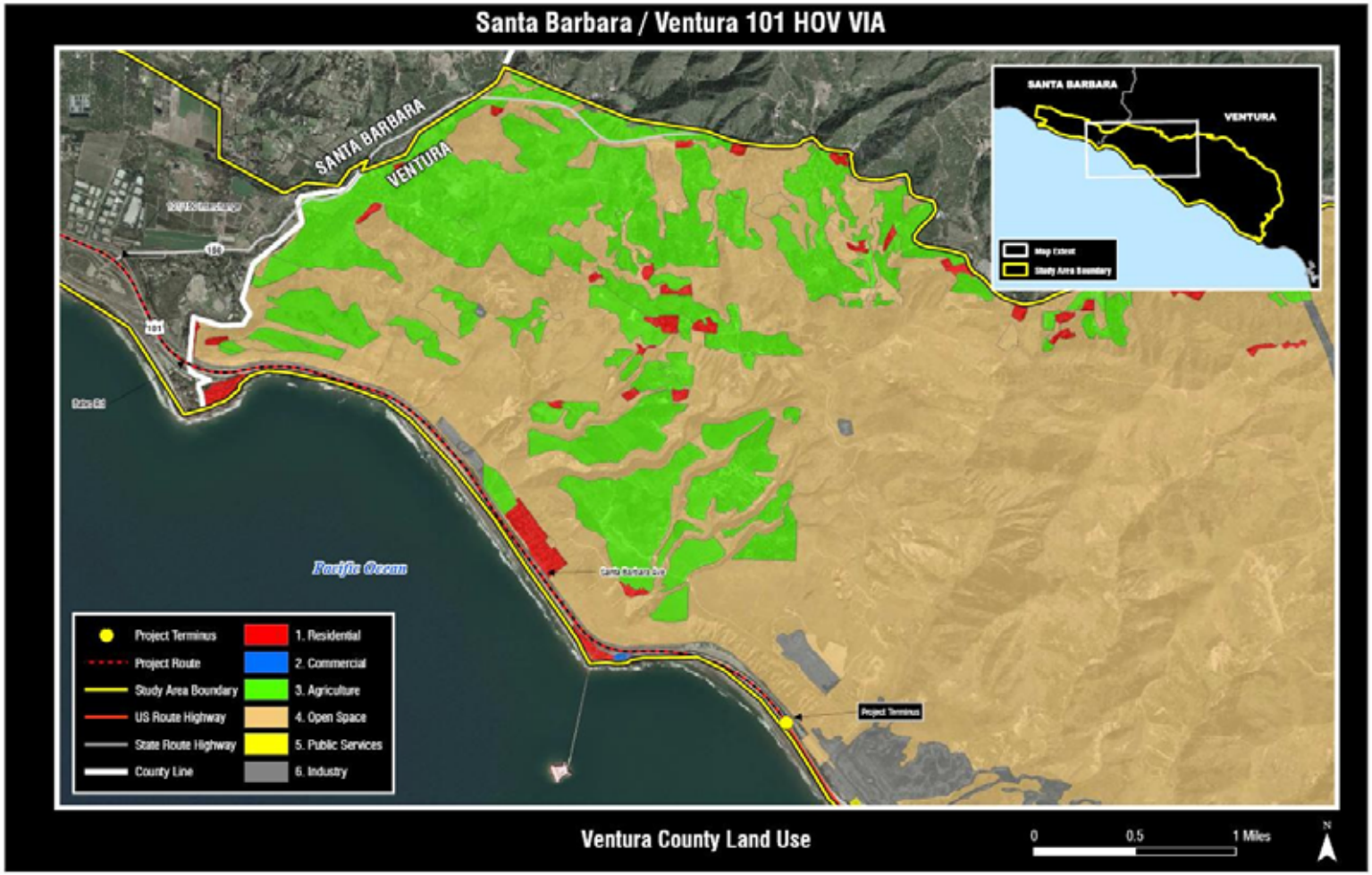


Figure 2.1-2 Study Area Land Use in Ventura County

an artificial island constructed for well drilling and oil and gas production, is connected to the shore by Richfield Pier, extending from the southernmost point of this area. North of U.S. 101, sparsely populated agricultural and open space uses are present. The Mobil Rincon Onshore Facility is located south of Mussel Shoals. Recreational opportunities within this community are primarily provided by the beach. Specifically, surfers come to the area for the popular 'Little Rincon' surfing destination. Stairs are provided along the coast on the west side of Ocean Avenue, which are easily accessible to residents north of the community. For visitors and residents, rocky beach access is available from Ocean Avenue.

With the exception of a restaurant and the Cliff House Inn, no commercial services are located within Mussel Shoals. Major employment centers are located outside of this area, the nearest commercial services are located in Carpinteria, approximately 4.8 miles north of Mussel Shoals, and accessible only via U.S. 101. These services include neighborhood retail and grocery services.

Ventura County Future Development

Future development is limited within Ventura County. According to the Ventura County Coastal Area Plan, land divisions outside of existing developed areas are permitted only where 50 percent of the usable parcels in the area have been developed (California Coastal Act, Section 30250(a)). According to the Ventura County Coastal Area Plan, residential development within the study area will occur mainly within the existing communities of Rincon Point, La Conchita, and Mussel Shoals in accordance with the Ventura County General Plan and existing zoning designations. The Coastal Area Plan identifies that more commercial development within La Conchita and Mussel Shoals is not necessary. However, new development in the Open Space or Agriculture designated areas could also occur. In addition, the Mobil Rincon Onshore Facility, located south of Mussel Shoals, is located within a 395-acre industrial zoned area with 158 acres still potentially developable. Therefore, it is likely that future industrial development could occur within this area.

Table 2.1-1 lists currently proposed developments for the Study Area with information from the City of Carpinteria Community Development Department, the Ventura County Planning Department, and the Santa Barbara County Planning Department.

Environmental Consequences

NO BUILD Alternative

Under the NO BUILD Alternative, existing conditions would remain and no impacts to existing and future land uses would occur. However, existing congestion along U.S. 101

would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD Alternative.

Table 2.1-1 Current Proposed Developments

Project	Jurisdiction	Proposed Uses	Address	Project Status
BEGA Warehouse	City of Carpinteria	This project includes construction of 4000 SF warehouse	1000 Bega Way	D
Green Heron Spring		Approved project proposes demolition of exist. Structure and construction of 30 new condominiums	1300 & 1326 Cravens Lane	P
Lagunitas Mixed Use Development		Mixed-use project of 85,000 SF office space and 73 residential units (73 single-family & 36 three-plex units)	6380 Via Real	C
Lavender Court		Approved mixed-use with 40 condominiums and 4,672 SF commercial space.	4646 Carpinteria Avenue	B
Mission Terrace		Approved 27-unit housing project, includes 24 market rate single-family units and 3 affordable single-family units.	1497 Linden Avenue	C
Venoco's Paredon		Application for expansion of it's facility through the establishment of on-shore directional drilling operation (Initial state of submittal).	5731 Carpinteria Avenue	P
Coral Casino Project	Santa Barbara County	Revision to Development Plan to include modifications and additions to Coral Casino Beach & Cabana Club and the Four Seasons Biltmore.	1291 and 1260 Channel Drive	B
Miramar Hotel		Demolition of existing structures and the addition of 397,925 SF of structural development including a new restaurant, ballroom, spa, lobby, guestrooms, retail stores and beach & tennis club.	1555 South Jameson Lane	P

Status Definitions:
P = Programmed (the environmental review has begun on the project but not approved, yet)
D = Design (the environmental review is completed but construction has not started).
C = Construction (as of this document, project is under constructions.
B = Build-out (the project is fully constructed to build-out conditions.

BUILD Alternatives

At the community level, most of the proposed project improvements would occur within existing right-of-way, with minimal additional right-of-way. However, this action would not open any new areas to development. No changes to existing or proposed land uses and/or density would occur as a result of the proposed project. None of the areas within the study area identified for future development would be made directly more accessible with implementation of the proposed project.

Avoidance, Minimization and/or Mitigation Measures

Because none of the proposed BUILD alternatives would result in substantial adverse land use impacts, no avoidance, minimization, and/or mitigation measures are required. However, the communities of Mussel Shoals and La Conchita would not be used for construction staging. A Traffic Management Plan (TMP) would be developed which would indicate staging areas.

2.1.2 Consistency with State, Regional, and Local Plans

Affected Environment

State Transportation Improvement Program (STIP)

In accordance with Government Code 14520 et. seq., the STIP is a statewide program of transportation projects which governs the expenditure of state revenues for transportation. The STIP includes projects from regional agencies that are included in the RTIP, and projects nominated by Caltrans. Projects from this plan are included for programming in the STIP's Interregional Improvement Program (IIP). U.S. 101 in Santa Barbara County is termed both a High Emphasis and a Focus Route for the purpose of programming state funding for interregional projects in the STIP's IIP.

2007 Federal Transportation Improvement Program, (FTIP)

The Santa Barbara County Association of Governments (SBCAG) and Southern California Association of Governments (SCAG) prepared this multi-year Federal Transportation Improvement Program (FTIP) in accordance with Title 23 of the U.S. Code. The FTIP serves as a short-term program for the use of anticipated federal transportation funds to maintain, operate, and improve the region's multi-modal circulation system. The FTIP identifies all federally funded highway, transit, and other surface transportation projects in the County that are scheduled for implementation and regionally significant plans even if they are not federally funded. Projects in the FTIP are identified in SBCAG's adopted Regional Transportation Plan (RTP) or are consistent with the RTP's goals, policies, and objectives. The 101 in Motion South Coast Congestion Study, U.S. Highway 101 Improvement Program, is included within the 2007 FTIP.

South Coast Highway 101 Deficiency Plan, 2002

The deficiency plan was developed due to congestion along U.S. 101. It was prepared by SBCAG in cooperation with the County of Santa Barbara, and the cities of Santa Barbara and Carpinteria. The plan includes an analysis of the cause of the deficiency, the characteristics of the travel demand impacting the deficient facility, an action list of short-term improvements that will improve the deficiency, and an implementation

schedule. This plan recognizes the multitude of both short-term and long-term plans to improve U.S. 101 along the South Coast but focuses on improvements within Santa Barbara County, including widening of U.S. 101 between Milpas Street and the Ventura County line to six lanes with the provision of either an HOV lane in both directions or a reversible HOV/High-Occupancy Toll (HOT) lane within the freeway median.

101 In Motion Final Report, 2006

The SBCAG 101 In Motion is a deficiency plan that addresses the long-term improvements to the U.S. 101 corridor necessary to reduce congestion. The final adopted consensus package included the addition of a carpool/HOV lane in both directions south of Milpas Street to the Ventura County line. The widening of the existing two-lane section of U.S. 101 from the County line north to the Cabrillo/Hot Springs Road interchange would add one carpool lane in each direction.

Transportation solutions have been adopted by SBCAG to address current and future projected congestion on the U.S. 101 corridor for southern Santa Barbara County. The following items include:

- Add a carpool/HOV lane in both directions south of Milpas to the County line;
- Add commuter rail from Camarillo/Oxnard to Goleta;
- Designate new lanes as carpool/HOV;
- Increase express bus services to North Santa Barbara County;
- Connect bus and shuttle with rail and regional transit;
- Bus priority on selected streets through signal priority, queue jumps, pull–outs at bus stops, etc.;
- Provide vanpool/carpool/trip reduction incentives;
- Encourage telecommuting and flexwork/flextime;
- Vary parking rates as feasible by jurisdiction;
- Individual marketing; and
- Add capacity and install meters at selected ramps;

- Use the following Intelligent Transportation System (ITS) technology to inform the public to provide smooth operations:

a) Freeway service patrol;

b) 511 phone and internet traffic and transit reports;

c) Variable message signs;

d) GPS real-time of arrival information at bus stops;

- Phase improvements north of Milpas;

a) Implement operational improvements required to address current congestion hot spots;

b) Proactively work to reduce peak period traffic through aggressive demand management and rideshare programs;

c) Monitor need for additional U.S. 101 improvements following implementation of operational improvements, commuter rail, TDM and rideshare, ITS and General Plan updates;

d) Add auxiliary lanes and/or additional lanes where needed, if funds are available and there is community support;

- Due to the time required to implement many of the projects in this consensus package, SBCAG shall conduct an annual evaluation to ensure that all of the projects are being implemented in a timely and cost-effective manner.

Santa Barbara County Association of Governments (SBCAG) Metropolitan Transportation Plan (MTP) 2000-2030, 2004

The preferred strategy of the plan is to avoid widening U.S. 101; however, it has been recognized that trends such as forecast growth and longer trip lengths indicate the public's preference for automobile transport. Therefore, a program of travel demand management, development of alternative modes of transportation, and selective capacity expansion projects has been developed. The MTP regional transportation improvement strategy emphasizes implementation of U.S. 101 operational improvements including the addition of mixed flow lanes and HOV lanes.

Regional Transportation Improvement Program (RTIP) - Santa Barbara County, 2006

A project programmed with Regional Improvement Program funding in the RTIP is the widening of U.S. 101 south of Milpas Street in the City of Santa Barbara to the Ventura County line. A recommendation was approved in October 2003 by SBCAG that included widening of the existing four-lane highway to six lanes. Therefore, the proposed project is consistent with the RTIP for Santa Barbara County.

Southern California Association of Governments (SCAG) Destination 2030: 2004 Regional Transportation Plan (RTP), 2004

The most recent adopted RTP was adopted in April 2004. A project was included in the RTP that proposed an interchange improvement along U.S. 101 from La Conchita to Mussel Shoals. Widening of U.S. 101 within existing rights-of-way is also proposed. Therefore, the project is consistent with the goals of the SCAG RTP.

Santa Barbara County Comprehensive Plan, 1980

Please refer to the discussion in Section 2.1.1. Existing and Future Land Use

City of Carpinteria General Plan, 2003

Please refer to the discussion in Section 2.1.1. Existing and Future Land Use

Environmental Consequences

NO BUILD Alternative

Under the NO BUILD alternative, existing conditions would remain which would be inconsistent with existing transportation plans which call for the improvement of U.S. 101. Existing congestion along U.S. 101 would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD alternative. This alternatives would be inconsistent with existing transportation plans which call for the widening of U.S. 101.

BUILD Alternatives

Implementation of the proposed project would occur within existing right-of-way MINIMUM BUILD, with only minimal, additional right-of-way acquired for the FULL BUILD alternative. No changes to existing or proposed land uses would occur as a result of the proposed project.

The transportation plans outlined above, including the 2007 Federal Transportation Improvement Program, South Coast Highway 101 Deficiency Plan, 101 In Motion Final Report, STIP, SBCAG MTP, RTIP for Santa Barbara County, and SCAG RTP specify the need for and support improvement to U.S. 101. Specifically, widening of U.S. 101 to

six lanes is included within each plan. The proposed project would widen the portion of U.S. 101 within the project area to six lanes, consistent with the transportation plans.

The Santa Barbara County Comprehensive Plan and City of Carpinteria General Plan do not include specific policies relating to U.S. 101 within their plans; however, the project would not conflict with any general policies relating to land use. No changes to existing or proposed land uses would occur. Therefore, the proposed project would not conflict with the Santa Barbara County Comprehensive Plan or City of Carpinteria General Plan. In contrast, the Ventura County General Plan includes widening of U.S. 101 up to six lanes. The proposed project would widen the portion of U.S. 101 within the project area to six lanes, consistent with the Ventura County General Plan. Therefore, implementation of the proposed project would not conflict with the Ventura County General Plan.

A Coastal Development Permit would be required for the proposed project improvements. No additional regional impacts or community level impacts are anticipated.

Avoidance, Minimization and/or Mitigation Measures

Because none of the proposed BUILD alternatives would conflict with local land use plans, no avoidance, minimization, and/or mitigation measures are required.

2.1.3 Coastal Zone

Regulatory Setting

The Coastal Zone Management Act of 1972 (CZMA) is the primary federal law enacted to preserve and protect coastal resources. The CZMA sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the CZMA; they include the protection and expansion of public access and recreation, the protection, enhancement and restoration of environmentally sensitive areas, protection of agricultural lands, the protection of scenic beauty, and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs (LCPs). LCPs determine the short- and long-term use of coastal resources in their jurisdiction consistent with the California Coastal Act goals. A federal consistency determination may be needed as well.

Santa Barbara County Coastal Plan, 1981

Pursuant to Public Resources Code Section 30500 of the California Coastal Act of 1976, Santa Barbara County is required to prepare a local coastal program for the portion of the unincorporated area of the County within the Coastal Zone. As part of the local coastal program, the Santa Barbara County Coastal Land Use Plan (LUP) is a separate element of the County's Comprehensive Plan. The purpose of the Land Use Plan is to protect coastal resources, provide greater access and recreational opportunities for the public's enjoyment, and allow for orderly and well-planned urban development and the siting of coastal-dependent and coastal related industry. The Plan proposes that firm urban-rural boundaries be established which will have the impact of redirecting growth from an outward expansion to redevelopment.

Ventura County General Plan, Coastal Area Plan, 2001

As with Santa Barbara County, Ventura County is required to prepare a local coastal program for the portion of the unincorporated area of the County within the Coastal Zone, Ventura County Coastal Area Plan. It addresses the County's significant coastal issues with a combination of land use designations, resource protection, and development objectives and policies. Specific issues evaluated in the document include, but are not limited to, agriculture, recreation and access, housing, and the location and planning of new development.

City of Carpinteria Local Coastal Plan, 2003

The City of Carpinteria Local Coastal Plan (LCP), which is included within the City's General Plan, together with the implementation programs, make up the City's Local Coastal Program. The Land Use Plan contained within the General Plan includes related policies for the various implementation programs such as the zoning ordinance consistent with the California Coastal Act of 1976.

California Coastal Act

An evaluation for consistency of the Preferred Alternative and applicable sections of the California Coastal Act appears in Appendix I, Coastal Plan Consistency Matrix. Caltrans will continue to coordinate with the Coastal Commission, to ensure the Preferred

Alternative remains consistent with the intent of the California Coastal Act, Caltrans has analyzed the Coastal Commission's proposed Coastal Access and Safety Alternative (CASA) design option to include as many features as feasible. The project is consistent with local coastal policies to protect resources and to improve access and bicycle facilities along the coast.

Affected Environment

This project is located entirely within the coastal zone, defined as "the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches" (Coastal Zone Management Act of 1972, Section 304(1) and the California Coastal Act (Public Resource Code section 30103).

Three Local Coastal Plans exist within the project study area. The Santa Barbara County Coastal Land Use Plan, the Ventura County Coastal Area Plan, and the City of Carpinteria Local Coastal Plan are included within their respective General Plans. These plans were prepared pursuant to the California Coastal Act of 1976. See Appendix I for Coastal Plan Consistency Matrix.

Environment Consequences

The Santa Barbara County Coastal Land Use Plan, Ventura County Local Coastal Plan, and City of Carpinteria Local Coastal Plan are similar in their inclusion of policies to protect the coast. Implementation of the proposed project would not interfere with these policies. Development would be limited to existing developed areas to avoid urban sprawl, maintenance of and access to coastal areas, and expansion of public works facilities to meet the needs of residents. The plans also call for protection of agricultural resources and stipulate that roadway improvements shall not adversely impact agricultural lands. Consistent with the Ventura County Local Coastal Plan, which includes one policy to "resolve the access problems from the communities of La Conchita and Mussel Shoals", implementation of the proposed project would improve safety aspects associated with access to these communities. Preservation of existing views from U.S.101 to the ocean would also be protected through the City of Carpinteria, consistent with the City of Carpinteria Local Coastal Plan. To ensure further compliance with the Santa Barbara County Coastal Land Use Plan, Ventura County Coastal Area Plan, as well as the City of Carpinteria Local Coastal Plan, the proposed project would be required to apply for a Coastal Development Permit for the proposed improvements. No additional regional impacts or community level impacts are anticipated.

NO BUILD Alternative

Under the NO BUILD alternative , existing conditions would remain and no impacts to the coastal zone would occur. However, existing congestion along U.S. 101 would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD Alternative.

BUILD Alternatives

A Coastal Development Permit would be required to ensure compliance with the relevant coastal plans as well as the California Coastal Act. In addition, the project would comply with the Santa Barbara Coastal Land Use Plan, Ventura County Local Coastal Plan, and City of Carpinteria Local Coastal Plan. Specifically, the proposed project would not adversely impact agricultural lands, development would occur within existing developed areas, coastal access would be maintained, roadway expansion would occur in response to growing demand on the roadway, safety associated with access at La Conchita and Mussel Shoals would be improved, and views of the ocean would be preserved. No other regional or community-level impacts are anticipated.

Avoidance, Minimization and/or Mitigation Measures

The proposed BUILD alternatives would require coordination with local permitting agencies to ensure approval of Local Coastal Development Plans. A Coastal Development Permit would be required within each jurisdiction (e.g., Santa Barbara and Ventura Counties and the City of Carpinteria) to ensure compliance with the plans and the California Coastal Act.

2.1.4 Parks and Recreation

Affected Environment

Parks

A total of 18,309 acres within the project study area are designated open space, representing approximately 67 percent of the study area. This classification includes beaches, developed parks, flood waterways, and "undeveloped open space."

A number of County and State-owned beaches are located within the project study area. Within the City of Carpinteria, existing recreational opportunities are provided by Carpinteria Beach State Park, Tar Pits Park, Carpinteria Bluffs Nature Preserve, Rincon Beach County Park, Monte Vista Park, and Viola Fields. No designated park space is located within the Ventura County portion of the study area.

Most of the park facilities offer space and opportunities for passive recreational uses including open space, benches and picnic tables, playing fields at Viola Fields, walking trails at Tar Pits Parks, and playground facilities at Monte Vista Park. A regional bicycle and hiking path and the alignment of the Coastal/De Anza Trail are proposed along a portion of the Carpinteria Bluffs Nature Preserve. Carpinteria Beach State Park also includes space for camping. Beach access is available from many of the parks as well as the communities of La Conchita and Mussel Shoals.

According to the National Park Service National Trails System Map (USDOI 2005), The Juan Bautista de Anza National Historic Trail, which is subject to the National Trails System Act (P.L. 90-543, as amended through P.L. 109-418) extends from Nogales, Arizona to San Francisco, California. A driving route along the trail follows U.S. 101 within the project area.

Bikeways

A portion of the Pacific Coast Bicycle Route is located within the study area. The Pacific Coast Bicycle Route provides a north/south connection between Vancouver, British Columbia, Canada and Imperial Beach in San Diego, California.

Within the project limits, there are existing bikeways located adjacent to the outside traffic lanes along most of northbound and southbound U.S. 101 until the U.S.101/SR150 Interchange. In the northbound direction, there is a bikeway on the outside shoulder that from where the Old Coast Highways ends until the U.S 101/SR 150 Interchange where cyclists must exit the highway. In the southbound direction, the bikeway begins at the U.S. 101/SR 150 Interchange and continues past the southern project limits to exit the roadway at Seacliff.

The bikeways are separated from traffic by striping. However, in the southbound direction from just south of the Bates Road Undercrossing to just north of Mussel Shoals in Ventura County, there is a five-foot bikeway that is separated from the eight-foot highway shoulder by a two-foot no-parking zone. At certain points in both directions, including the communities of La Conchita and Mussels Shoals, cyclists that are continuing straight must share the lane with vehicles that are entering and exiting the highway. Where access is authorized, cyclists enter and exit the highway by using the existing vehicle ramps and other entrances, with the exception of where the northbound Old Coast Highway joins the highway near the southern project limits. At this location, only cyclists have access to the Old Coast Highway, and there is no vehicle on-ramp. Please see Section 2.1.10 Traffic and Transportation/Pedestrian& Bicycle Facilities for further analysis.

Environmental Consequences

NO BUILD Alternative

Under the NO BUILD Alternative, existing conditions would remain and no impacts to the parks and recreation would occur. However, existing congestion along U.S. 101 would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD Alternative.

BUILD Alternatives

Existing bikeways are located within the project area along U.S. 101. Under Bikeway Option A the existing northbound and southbound bikeways would remain unchanged. Under Bikeway Option B and CASA/Modified Option B, the northbound and southbound bikeways would be striped as shoulders and a Class I two-directional bikeway separated from traffic would be constructed. During construction, use of the existing facilities may be temporarily disrupted during project construction. However, once constructed, the bikeway would allow cyclists to continue to use U.S. 101, reducing the need for cyclists to alter their travel patterns with substantially improved safety. Therefore, implementation of the proposed project would result in positive impacts to travel patterns for cyclists.

The existing bikeway described above is not considered a Section 4(f) resource. 23 CFR 774.17 defines *Section 4(f) Property* as "publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance." The FHWA Section 4(f) Policy Paper (March 1, 2005) states: "If the publicly owned bikeway is primarily used for transportation and is an integral part of the local transportation system, the requirements of Section 4(f) would not apply, since it is not a recreational area. Section 4(f) would apply to publicly owned bikeways (or portions thereof) designated or functioning primarily for recreation, unless the official having jurisdiction determines it is not significant for such purpose."

Even though the bikeways within the project limits are sometimes used for regional bicycle races, organized tours, and club training activities in the area, they are not designated primarily for recreation. Furthermore, they do not require the use of recreation and park areas established and maintained primarily for active recreation, open space, and similar purposes.

The proposed replacement and restoration of the bikeway is not considered an independent bikeway project. Independent bikeway or walkway construction projects are

those highway construction projects that provide bicycle or pedestrian facilities in contrast to a project whose primary purpose is to serve motorized vehicles. As such, *Section 4(f) Statement and Determination for Independent Bikeway or Walkway Construction Projects* under the FHWA nationwide programmatic applications would not apply to this project. The Section 4(f) Statement does not cover bicycle or pedestrian facilities that are incidental items of construction in conjunction with highway improvements having the primary purpose of serving motor vehicular traffic.

According to the National Trails System Act, Section 7(c), "Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted by the Secretary charged with the administration of the trail." Implementation of the proposed project would not interfere with the nature and purpose of the Juan Bautista de Anza Historic National Trail.

Access to all other parks and recreational facilities would not be affected during construction or operation of the proposed project. No other regional or community-level impacts are projected to occur.

Avoidance, Minimization and/or Mitigation Measures

During construction of either BUILD alternative measures would be taken to avoid impacts to cyclists. All possible planning measures to minimize harm would be implemented, including, but not limited to, the following:

- Construction staging would be implemented so that the affected bikeway would remain open for use during construction of the project, when feasible with K-rail or temporary barriers could be used.
- Caltrans shall provide advance notice of any access restrictions and/or closures via appropriate public outreach measures including direct coordination with affected stakeholders when feasible.
- Alternate route or space would be made available for use during construction and construction time should be limited to minimize potential route closures.

Additional measures are contained in Section 2.1.10, Traffic and Transportation/Pedestrian and Bicycle Facilities.

2.1.5 Growth

Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which implement the National Environmental Policy Act of 1969, require evaluation of the potential environmental

consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

Affected Environment

As of 2000, the population within the study area totaled 15,341 persons. Of this total, the vast majority, 93.7 percent (14,369 persons), were located in the Santa Barbara County portion of the study area and approximately 6.3 percent (972 persons) located in the Ventura County portion. The Santa Barbara County and Ventura County portions of the study area accounted for approximately 3.6 percent and 0.1 percent of the total county populations, respectively.

Between 1990 and 2000, the study area showed only a minor increase 1.2 percent in population, reflecting a much more limited level of growth, compared with Santa Barbara and Ventura Counties at 8.0 percent and 12.6 percent, respectively. Projected regional population growth reveals that strong population growth within the region is anticipated to continue, Santa Barbara is expected to grow by 20 percent and Ventura County by 30 percent by 2030. Table 2.1-2 below lists the population and projections for the study area and Santa Barbara and Ventura County.

Table 2.1-2 Population and Projections in Study Area and Surrounding Areas

	1990	2000	% Change 1990-2000	2010	2020	2030	% Change 2000-2030
Study Area	15,166	15,341	175 (1.2%)	- -	- -	- -	- -
Santa Barbara County	369,608	399,347	29,739 (8.0 %)	430,200	459,600	481,400	20.5
Ventura County	669,016	753,197	84,181 (12.6%)	865,149	929,181	989,765	33.0

Source: U.S. Bureau of the Census 1990 and 2000,
SBCAG Regional Growth Forecast 2007, SCAG City Projections 2004.

***Note:** It is worth noting that between the last two U.S. decennial censuses (1990 and 2000) a number of block, block group, and tract boundaries within the study area were slightly adjusted. As a result, unquantifiable differ*

As illustrated in Figure 2.1-3, while most of the study area was sparsely populated, smaller, comparatively densely populated areas were located within the southern area of Carpinteria, La Conchita and to a lesser degree, Rincon Point and Mussel Shoals.

However, geographic and planning constraints limit the potential for growth to occur within the study area. Much of the vacant land within the study area is not designated for residential uses and limited space remains for new development to occur. New development could occur in the commercial and/or industrial sectors or as mixed-use development within the City of Carpinteria or within the open space or industrial areas in Ventura County.

Environmental Consequences

NO BUILD Alternative

Under the NO BUILD alternative, existing conditions would remain and no impacts to growth would occur. However, existing congestion along U.S. 101 would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD Alternative

MINIMUM BUILD Alternative

Given that the only differences between the FULL BUILD and MINIMUM BUILD alternatives are the widening at the Bates Road Undercrossing, varying shoulder widths between two and seven feet, as well as limited right-of-way acquisition under the "FULL BUILD" alternative, the MINIMUM BUILD alternative would be narrower than the "FULL BUILD" alternative. Therefore, impacts to growth under the MINIMUM BUILD alternative would be considered the same as or less than the FULL BUILD alternative.

FULL BUILD Alternative

Most of the proposed project improvements would occur within existing right-of-way, with minimal additional right-of-way and would not open any new areas to development. No changes to existing or proposed land uses and/or density would occur as a result of the proposed project. None of the areas within the study area identified for future development would be made directly more accessible with implementation of the proposed project. The proposed project would not result in any regional or community-level growth inducing impacts. No further analysis is required.

No direct growth inducing impacts are anticipated. The proposed project would not connect previously isolated areas. However, the provision of additional lanes to accommodate existing and projected traffic volumes would alleviate congested conditions along U.S. 101 within the project area. This could make U.S. 101 increasingly attractive to motorists as a viable transportation corridor and method of traveling through

the project area and could potentially result in an increased interest and pressure to develop the undeveloped and/or agricultural areas within the study area. Improvements to traffic circulation along U.S. 101 would likely reduce congestion along other local major roads throughout the study area, as motorists would not have to use these roads to compensate for, or avoid, congestion along U.S. 101.

Avoidance, Minimization and/or Mitigation Measures

No growth inducing impacts would occur as a result of implementation of any of the three alternatives. No avoidance, minimization or mitigation measures are necessary.

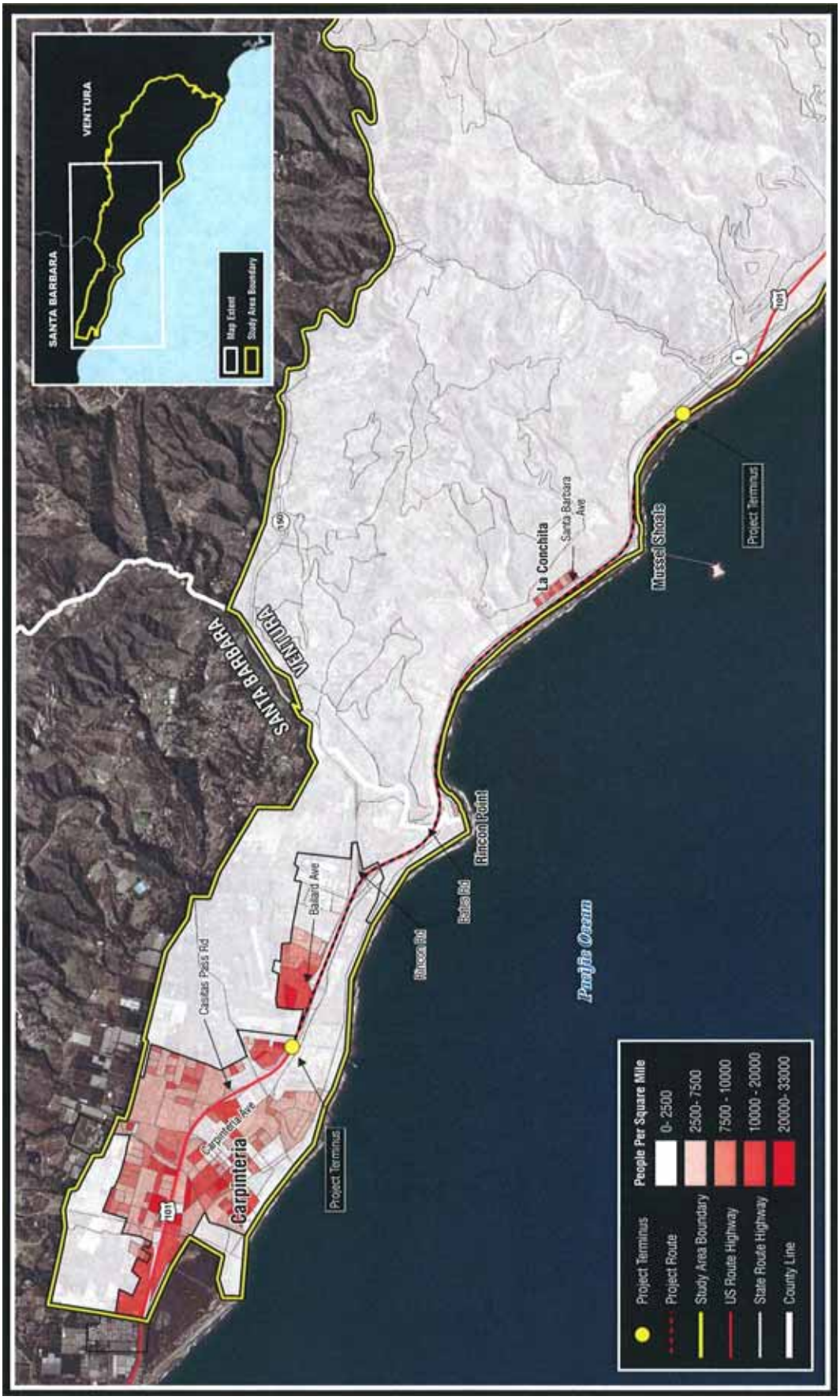


Figure 2.1-3 Population Density

2.1.6 Farmlands

Regulatory Setting

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA, 7 USC 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. Farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

According to the Ventura County General Plan, "Ventura County is one of the principal agricultural counties in the State." To preserve farmland within Ventura County, a number of programs have been adopted, including widespread use of Land Conservation Act Contracts to provide tax rate reductions as an incentive for maintaining agriculture and participation in Greenbelt Agreements that seek to prevent urban encroachment into agricultural areas. In compliance with the Ventura County General Plan, the Ventura County Coastal Area Plan seeks to preserve agricultural lands to the maximum extent feasible, prohibiting land divisions that will affect agricultural productivity. The County of Santa Barbara General Plan Land Use Element cites a policy of preservation of open lands under the Williamson Act and also encourages the protection of all agricultural land. The City of Carpinteria General Plan identifies similar objectives and policies related to agricultural land use, including encouraging establishment and conservation of open-field agriculture, as well as discouraging subdivisions of land that could promote conversion of agricultural land.

Affected Environment

Agricultural resources within Santa Barbara and Ventura counties include orchards, vineyards, nurseries, row crops, pastures, and ranges. Approximately 4,204 acres, or 15 percent of the area studied for the analysis, is designated as important farmland (prime or unique farmland and farmland of state or local importance). Within the study area, approximately 12.7 percent (3,504 acres) of the total land area is used for agriculture. A variety of vegetable, field, fruit, nut, and seed crops are grown in the area. Fruit and vegetable crops, such as strawberries, wine grapes, and broccoli remain the highest-

valued crops within Santa Barbara County. Strawberries are also important in Ventura County, as well as nursery stock, lemons, celery, and tomatoes.

There is approximately 1,000 acres of non-preserve agricultural lands located in the Ventura north coast area. Prime soils occur on about 130 of the 1,000 acres. Most of the 130 acres are zones "C-A" (Coastal Agricultural, 40 acre minimum). The rest of the non-preserve agricultural acreage is primarily zoned "C-O-S" (Coastal Open Space, 10 acre minimum). These other agricultural lands occur in parcel sizes of seven to 65 acres.

According to the 2006 Santa Barbara County Agricultural Production Report, gross production was valued at approximately $1 billion, which is a $19.1 million increase in gross value as compared to 2005 figures. According to the 2006 Ventura County Crop Report, the estimated gross value for agriculture was valued at approximately $1.5 billion, which is a $282 million increase as compared to 2005 figures. According to the Farmland Mapping and Monitoring Program, between 1984 and 2006, Santa Barbara County lost 11,091 acres of agricultural land, representing approximately one percent of the County's total inventoried area. Similarly, Ventura County lost 21,204 acres of agricultural land within the same period. This represents approximately four percent of the County's total inventoried area.

About 70 percent, 2,300 acres, of the Ventura County north coast agricultural lands are in two of the four agricultural preserves under the California Land Conservation Act (a.k.a., the Williamson Act) within the project limits. The four preserves are:

1. Rincon Del Mar Preserve: Consists of three preserves, 409 acres of which are in the zone. The steep slopes have been graded to accommodate avocado orchards. The area is zoned "C-A" (Coastal Agricultural, 40 acre minimum lot size).

2. La Conchita Preserve: Immediately inland from the community of La Conchita, 342 acres of this preserve are in the coastal zone. The property has steep slopes, and avocado production is the primary agricultural use. The zoning for the 342 acres is "C-A".

3. Faria Family Partnership: Consists of a single parcel of 249.76 acres almost entirely within the coastal zone. A portion of the land is used for nursery and field crops, with the rest open field and hilly terrain. The zoning for the portion of the property within the coastal zone is "C-A".

4. Claeyssen (Taylor) Ranch Preserve: Seven parcels with coastal zone portions ranging in size from 15 to 290 acres, totaling about 1,320 acres. Grazing and row crops near the Ventura River are the primary agricultural uses. The zoning for the lands within the

coastal zone is "C-A". On its southern boundaries, the Claeyssen Ranch is adjacent to the City of San Buenaventura. Both the City and the County have agreed to maintain a stable urban boundary at the Ventura River levee.

Within the project limits in the City of Carpinteria is zoned farmland near Bailard Road adjacent to Via Real Blvd.

Environmental Consequences

NO BUILD Alternative

Under the NO BUILD Alternative, existing conditions would remain and no impacts to farmland would occur. However, existing congestion along U.S. 101 would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD Alternative

BUILD Alternatives

No farmland impacts are anticipated. Implementation of most of the proposed project improvements would occur within existing right-of-way, with minimal additional right-of-way. No project-related growth is anticipated to occur. Therefore, no changes to existing or proposed land uses, including farmland, would occur as a result of the proposed project or subsequent project-related growth. While farmland is present within the study area, the project would not convert or affect any farmland.

Avoidance, Minimization and/or Mitigation Measures

Because none of the proposed BUILD alternatives would result in substantial adverse impacts to farmland, no avoidance, minimization, and/or mitigation measures are required.

2.1.7 Community Impacts – Community Character and Cohesion

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 United States Code 4331(b)(2)]. The Federal Highway Administration in its implementation of the National Environmental Policy Act [23 United States Code 109(h)] directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services. Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant impact on the environment. However, if a

social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's impacts.

Affected Environment

Population and Housing

The following table, Table 2.1-3 shows the racial and ethnic breakdown for the study area between 1990 and 2000 (this is the latest known data available for the study area). The study area was predominantly "White", accounting for approximately 74.6 percent of the total population. Other single race categories such as "Asian" or "Black or African American" populations represented much smaller components of the population at 2.6 percent and 0.6 percent respectively. "Hispanic" populations within the study area comprised approximately 40.8 percent of the total population. "Hispanic" populations within the Santa Barbara County portion of the study area comprised approximately 34.2 percent of the total population within that area, whereas "Hispanic" populations within the Ventura County portion of the study area were proportionately much lower, comprising 33.4 percent of the total population.

In general, as of 2000, the racial and ethnic compositions within Santa Barbara and Ventura counties showed similar trends to those seen in the area studied for this analysis. When comparing the study area with the surrounding region, "White" populations in Santa Barbara and Ventura counties accounted for 72.7 and 69.9 percent, respectively, of the total population. Other single-race categories such as "Asian" or "Black or African American" populations were again much lower regionally, but were proportionately higher when compared with the study area.

As of 2000, the "Hispanic" population within the study area was slightly higher than the region, comprising 40.8 percent of the total population, while populations within Santa Barbara and Ventura Counties were 34.2 percent and 33.4 percent, respectively. Minority populations within Santa Barbara and Ventura counties, which comprised 43.1 and 43.2 percent, respectively, of the total population, were similar to that of the study area, at 46.2 percent.

Table 2.1-3 Regional Study Area and Community Race Ethnicity – 1990-2000

	Santa Barbara County		Ventura County		Study Area (Santa Barbara County)		Study Area (Ventura County)		Study Area Total		Southern Area of Carpinteria	Rincon Point	Rincon Hills	Rincon Area Total	La Conchita	Mussel Shoals
	1990	**2000**	**1990**	**2000**	**1990**	**2000**	**1990**	**2000**	**1990**	**2000**	**2000**	**2000**	**2000**	**2000**	**2000**	**2000**
Total Population	369,608	399,347	669,016	753,197	13,879	14,369	1,287	972	15,166	15,341	2,984	146	87	233	338	92
Race																
White	285,461 (77.2%)	290,418 (72.7%)	529,166 (79.1%)	526,721 (69.9%)	12,430	10,571	1,191	873	12,430 (82.0%)	11,444 (74.6%)	2,193 (73.5%)	136 (93.2%)	82 (94.3%)	218 (93.6%)	304 (89.9%)	82 (89.1%)
Black or African American	10,402 (2.8%)	9,195 (2.3%)	15,629 (2.3%)	14,664 (1.9%)	108	85	3	8	108 (0.7%)	93 (0.6%)	26 (0.9%)	1 (0.7%)	0 (0.0%)	1 (0.4%)	1 (0.3%)	0 (0.0%)
American Indian and Alaska Native	3,351 (0.9%)	4,784 (1.2%)	4,909 (0.7%)	7,106 (0.9%)	114	135	8	5	114 (0.8%)	140 (0.9%)	27 (0.9%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (0.3%)	0 (0.0%)
Asian	16,429 (4.4%)	16,344 (4.1%)	34,579 (5.2%)	40,284 (5.3%)	344	366	12	27	344 (2.3%)	393 (2.6%)	85 (2.8%)	7 (4.8%)	4 (4.6%)	11 (4.7%)	5 (1.5%)	7 (7.6%)
Native Hawaiian and Other Pacific Islander*	N/A	700 (0.2%)	N/A	1,671 (0.2%)	N/A	25	N/A	7	N/A	32 (0.2%)	3 (0.1%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (0.3%)	0 (0.0%)
Some Other Race	53,965 (14.6%)	60,683 (15.2%)	84,733 (12.7%)	133,178 (17.7%)	2,170	2,570	73	28	2,170 (14.3%)	2,598 (16.9%)	501 (16.8%)	2 (1.4%)	0 (0.0%)	2 (0.9%)	15 (4.4%)	1 (1.0%)
Two or More Races*	N/A	17,223 (4.3%)	N/A	29,573 (3.9%)	N/A	617	N/A	24	N/A	641 (4.2%)	149 (5.0%)	0 (0.0%)	1 (1.2%)	1 (0.4%)	11 (3.3%)	2 (2.2%)
Total Non-White	--	108,929 (27.3%)	--	226,476 (30.1%)	--	3,798 (26.4%)	--	99 (10.2%)	--	3,897 (25.4%)	791 (26.5%	10 (6.8%)	5 (5.7%)	15 (6.4%)	34 (10.1%)	10 (10.9%)
Hispanic or Latino																
Hispanic or Latino (of any race)	98,199 (26.6%)	136,668 (34.2%)	176,952 (26.5%)	251,734 (33.4%)	5,285	6,174	183	82	5,285 (34.8%)	6,256 (40.8%)	1,432 (48.0%)	3 (2.1%)	12 (13.8%)	15 (6.4%)	52 (15.4%)	4 (4.3%)
Total Minority	**124,534 (33.7%)**	**172,264 (43.1%)**	**227,001 (33.9%)**	**325,748 (43.2%)**	**5,687 (41.0%)**	**6,944 (48.3%)**	**289 (22.5%)**	**147 (15.1%)**	**5,687 (37.5%)**	**7,091 (46.2%)**	**1,642 (55.0%)**	**10 (6.8%)**	**16 (18.4%)**	**26 (11.2%)**	**57 (16.9%)**	**11 (12.0%)**

Source: US Bureau of the Census, 1900, Table DP-1, Profile of General Demographic Characteristics; Table P012, Hispanic Origin by Race; US Bureau of the Census, 2000, Table DP-1, Profile of General Demographic Characteristics; Table DP-3, Profile of General Demographic Characteristics; Table QT-P4, Race, Combinations of Two Races, and Not Hispanic or Latino.

Note: In the 1990 Census, Asian and Native Hawaiian and Other Pacific Islander were tabulated together. Two or More Races category not tabulated in 1990 Census.

Between 1990 and 2000, the study area showed an approximately 8.7 percent increase in the total minority population which was similar to both Santa Barbara and Ventura Counties, which showed increases of 9.3 percent and 9.4 percent respectively. This data indicates the region is becoming increasingly racially and ethnically diverse.

Age

As of 2000, most of the total population within the study area (15,341 persons), approximately 62.5 percent (9,585 persons) were of working age, defined as between 18 and 64 years of age. Additionally, approximately 25.2 percent were under 18 years and approximately 12.3 percent were 65 years and over within the study area as well as Santa Barbara and Ventura Counties which has remained relatively constant.

Table 2.1-4 shows that, as of 2000, the age breakdown in the study area was similar to the surrounding region. In Santa Barbara and Ventura Counties, the working age populations constituted approximately 62.4 percent and 61.4 percent, respectively, of the total population, similar to the study area at 62.5 percent. Additionally, within these same regional areas, the population 65 years and older constituted 12.7 percent and 10.2 percent of the total population of Santa Barbara and Ventura Counties, respectively. The population 65 years and older constituted approximately 12.3 percent of the total population within the study area.

Table 2.1-4 Study Area and County Age Breakdown-1990-2000

	Study Area		Santa Barbara		Ventura	
	1990	**2000**	**1990**	**2000**	**1990**	**2000**
Total Population	15,166	15,341	369,608	399,347	669,016	753,197
Under 18 Years	3,685 (24.3%)	3,864 (25.2%)	85,887 (23.2%)	99,502 (24.9%)	182,986 (27.4%)	214,244 (28.4%)
18 to 64 Years	9,745 (64.3%)	9,585 (62.5%)	238,106 (64.4%)	249,080 (62.4%)	423,025 (63.2%)	462,149 (61.4%)
65 Years and Over	1,736 (11.4%)	1,892 (12.3%)	45,615 (12.3%)	50,765 (12.7%)	63,005 (9.4%)	76,804 (10.2%)
Median Age	N/A*	34.3 – 37.2	N/A	33.4	N/A	34.2

Source: US Bureau of the Census, 1990, Table DP-1, Profile of General Demographic Characteristics; US Bureau of the Census, 2000, Table DP-1, Profile of General Demographic Characteristics.
*Median age unavailable in the 1990 census.

The population under 18 years of age consisted of approximately 25.2 percent of the population within the study area, 24.9 percent of the population within Santa Barbara County, and 28.4 percent of the population within Ventura County. Within the study area, the median age ranged between 34.3 and 37.2 years, slightly higher than that of Santa Barbara or Ventura Counties.

2.1.8 Neighborhoods/Communities

Figure 2.1-4 illustrates the Total Minority Population within the study area.

Affected Environment

Southern Area of Carpinteria

Carpinteria offers a mix of uses and services available to both residents and visitors. The southern area of Carpinteria within the project limits is characterized by business parks, industrial uses (including light industrial manufacturing and oil processing), residences, and open space areas. The City also offers school and library services. As of 2000, the population in this portion totaled 2,984 persons, and represented approximately 21.0 and 19.5 percent of the total population of the City of Carpinteria and the overall study area, respectively, located to the north of the area (Information about the southern area of Carpinteria was determined using census tract data and subtracting block data associated with Rincon Point, as a portion of Rincon Point is located within the same census tract as the southern area of Carpinteria). As of 2000, the area was predominantly "White", which is consistent with the breakdown for the study area overall. "Hispanic" populations within the southern area of Carpinteria were slightly higher than the "Hispanic" populations within the study area. As of 2000, the total minority population within the southern area of Carpinteria was approximately 55.0 percent.

Rincon Area

In contrast to Carpinteria, the Rincon area is characterized by residential and agricultural/open space areas. Within the Rincon area, Rincon Point is a gated residential community with 7,000 square foot minimum lots. The area north of U.S. 101 is characterized primarily by agriculture and is sparsely populated. Major employment and business centers are located outside of the area, the closest being within the City of Carpinteria, approximately 2.3 miles north and accessible via U.S. 101 and State Route 192.

As of 2000, the population within the Rincon area totaled approximately 233[1] persons. Of this population, the majority is located within Rincon Point (approximately 62.7 percent) with the remainder located within the rural residential area north of U.S. 101. The Rincon area represents approximately 1.5 percent of the total population of the study area. The Rincon area was less racially and ethnically diverse than the study area, and predominantly White, representing a higher percentage than the breakdown for the study area overall. Hispanic populations within the Rincon area were substantially lower than

[1]Census block data was tabulated to determine the population of this community. It should be noted that block 1100 within tract 12.05 in Ventura County also encompasses a portion of the community of Mussel Shoals.

those within the study area overall. As of 2000, total minority population within the Rincon area was approximately 11.2 percent.

La Conchita

As of 2000, the population within La Conchita totaled 338[2] persons, and represented approximately 2.1 percent of the total population of the study area. As shown in Table 4.1, as of 2000, the community was predominantly White, representing a higher percentage than the breakdown for the study area overall. Hispanic populations within La Conchita, at 15.4 percent, were substantially lower than the Hispanic populations within the study area overall. While other racial minority populations were present to varying degrees in La Conchita, the Hispanic population represented the largest single minority component within the community. As of 2000, total minority population within La Conchita was approximately 16.9 percent.

Mussel Shoals

As of 2000, the population within Mussel Shoals totaled 92* persons, and represented approximately 0.6 percent of the total population of the study area and the community was predominantly White, representing a higher percentage than the breakdown for the study area overall. Hispanic populations within Mussel Shoals were substantially lower than that within the study area overall. As of 2000, total minority population within the study area was approximately 12.0 percent.

Environmental Consequences

Due to their relatively isolated locations, defined geographic boundaries, long residency as well historical events, the communities within the study area exhibit characteristics of varying degrees of cohesion. While evident to some degree within Mussel Shoals, and to some extent within Rincon Point and the southern area of Carpinteria, the cohesiveness is most prominent within La Conchita. Additionally, proximity to the ocean as well as the amenity of ocean views from both residences and public areas within the communities represents an important factor of overall quality of life.

[2] Census block data was tabulated to determine the population of this community. It should be noted that block 1064 within tract 12.05 in Ventura County also encompasses a portion of the agricultural uses to the north and east, so a slight overestimation is included.
*Census block data was tabulated to determine the population of this community. It should be noted that block 1100 within tract 12.05 in Ventura County also encompasses a portion of the Rincon Point.

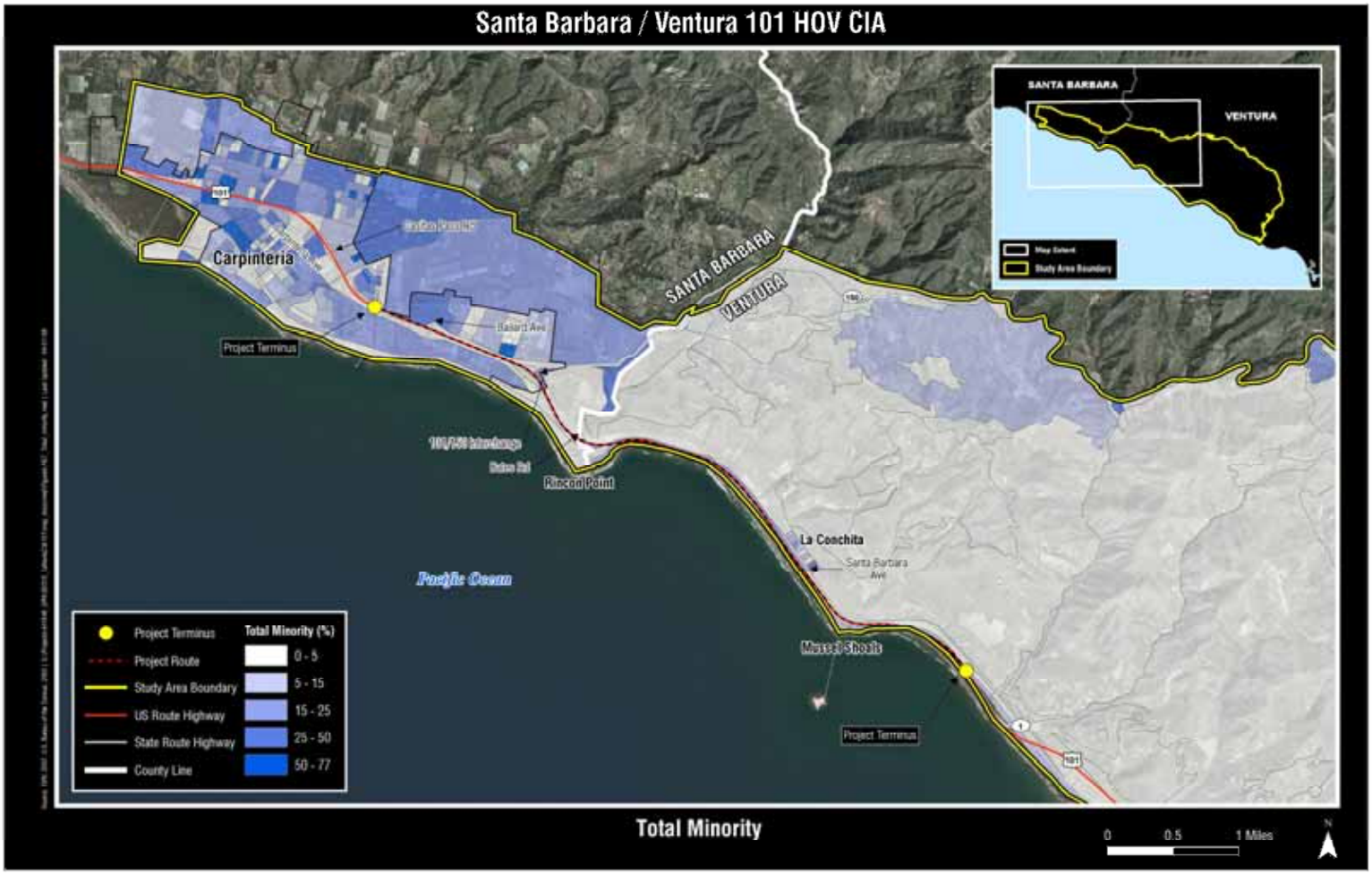


Figure 2.1-4 Total Minority

Housing

As of 2000, there were 6,111 housing units within the study area, of which 5,650 were occupied, representing a vacancy rate of approximately 10.7 percent. A total of 5,524 units were located within Santa Barbara County, representing approximately 3.9 percent of the County's housing units. A total of 587 units were located in Ventura County, representing approximately only 0.2 percent of the County's 251,712 housing units.

As shown in Tables 2.1-5a/2.1-5b, between 1990 and 2000, the number of housing units increased by approximately 0.9 percent in the study area. During the same period, the surrounding region showed higher rates of increase in housing units, at 3.4 percent and 10.2 percent for Santa Barbara County and Ventura County respectively. Vacancy rates in Santa Barbara and Ventura Counties, at 4.4 percent and 3.4 percent, respectively, were substantially lower than that within the study area. As of 2000, the homeownership rate within the study area was 58.6 percent similar to that of Santa Barbara County (56.1 percent), but lower than Ventura County (67.6 percent).

As of 2000, the majority of households within the study area were composed of one or two people, and the vast majority of study area residents formed part of households of four-or-less persons. As of 2000, household size within the study area was similar to that of both Santa Barbara and Ventura Counties; however, there are less single-person households in Ventura County. A number of planned future projects are identified within the study area, including residential developments. Beyond those currently identified, there are few remaining areas within the City of Carpinteria and Ventura County where development of housing could occur without conflicting with existing land use designations or policies aimed at protecting coastal resources. Additional multi-family development is expected to occur within areas designated for multi-family use in the City of Carpinteria. Within Ventura County, future residential development could occur within Rincon Point, La Conchita, and Mussel Shoals, although development is constrained by lack of available vacant space.

Table 2.1-5a Housing Data

For Communities, Study Area, and Region 1990-2000 (cont. on next page)

	Study Area			Santa Barbara County			Ventura County			Southern area of Carpinteria	Rincon Point	Rincon Hills	La Conchita	Mussel Shoals
	1990	2000	Percent Change 1990-2000	1990	2000	Percent Change 1990-2000	1990	2000	Percent Change 1990-2000	2000	2000	2000	2000	2000
Housing Units	6,056	6,111	0.9%	138,149	142,901	3.4%	228,478	251,712	10.2%	1,077	101	28	189	65
Owner Occupied	--	3,167 (58.6%)	--	--	76,611 (56.1%)	--	--	164,380 (67.6%)	--	662	54	22	81	32
Renter Occupied	--	2,238 (41.4%)	--	--	60,011 (43.9%)	--	--	78,854 (32.4%)	--	363	10	3	77	12
Total	**--**	**5,405 (100%)**	**--**	**--**	**136,622 (100%)**	**--**	**--**	**243,234 (100%)**	**--**	**1,025 (100%)**	**64 (100%)**	**25 (100%)**	**158 (100%)**	**44 (100%)**
Vacancy Rate	--	10.7%	--	--	4.4%	--	--	3.4%	--	4.8%	36.6%	10.7%	16.4%	32.3%
Owner-Occupied														
1-person household	--	755 (23.8%)	--	--	15,909 (20.7%)	--	--	26,763 (16.3%)	--	213 (32.2%)	10 (18.5)	2 (9.1%)	22 (27.1%)	7 (21.9%)
2-person household	--	1,123 (35.4%)	--	--	28,345 (37.0%)	--	--	53,603 (32.6%)	--	221 (33.4%)	29 (53.7%)	5 (22.7%)	44 (54.3%)	18 (56.3%)
3-person household	--	472 (14.9%)	--	--	11,434 (15.0%)	--	--	28,202 (17.1%)	--	78 (11.8%)	6 (11.1%)	5 (22.7%)	10 (12.3%)	5 (15.6%)
4-person household	--	420 (13.2%)	--	--	10,962 (14.3%)	--	--	29,428 (17.9%)	--	66 (10.0%)	5 (9.2%)	6 (27.3%)	2 (24.6%)	1 (3.1%)
5-person household	--	205 (6.5%)	--	--	5,262 (6.9%)	--	--	1,4134 (8.6%)	--	45 (6.8%)	2 (3.7%)	1 (4.5%)	2 (24.7%)	0 (0.0%)
6-person household	--	82 (2.6%)	--	--	2,238 (2.9%)	--	--	5,925 (3.6%)	--	20 (3.0%)	2 (3.7%)	1 (4.5%)	1 (12.3%)	1 (3.1%)
7-or-more-person household	--	110 (3.5%)	--	--	2,461 (3.2%)	--	--	6,325 (3.8%)	--	19 (2.9%)	0 (0.0%)	2 (9.1%)	0 (0.0%)	0 (0.0%)
Total	--	**3,167 (100%)**	--	--	**76,611 (100%)**	--	--	**164,380 (100%)**	--	**662 (100%)**	**54 (100%)**	**22 (100%)**	**81 (100%)**	**32 (100%)**

Table 2.1-5b Housing Data

for Communities, Study Area, and Region 1990-2000

	Study Area			Santa Barbara County			Ventura County			Southern area of Carpinteria	Rincon Point	Rincon Hills	La Conchita	Mussel Shoals
	1990	2000	Percent Change 1990-2000	1990	2000	Percent Change 1990-2000	1990	2000	Percent Change 1990-2000	2000	2000	2000	2000	2000
Renter-Occupied														
1-person household		583 (26.0%)	--	--	17,301 (28.9%)	--	--		--	63 (17.6%)	5 (50%)	1 (33.3%)	21 (27.2%)	5 (41.7%)
2-person household		590 (26.3%)	--	--	15,621 (26.0%)	--	--		--	77 (21.2%)	4 (40%)	0 (0.0%)	32 (41.5%)	4 (0.33%)
3-person household		343 (15.3%)	--	--	8,864 (14.7%)	--	--		--	52 (14.3%)	0 (0.0%)	1 (33.3%)	14 (18.2%)	2 (16.6)
4-person household		297 (13.2%)	--	--	8,146 (13.5%)	--	--		--	79 (21.8%)	0 (0.0%)	0 (0.0%)	5 (6.5%)	0 (0.0%)
5-person household		192 (8.6%)	--	--	4,684 (7.8%)	--	--		--	41 (11.3%)	1 (10%)	0 (0.0%)	3 (3.9%)	1 (8.3%)
6-person household		103 (4.7%)	--	--	2,483 (4.1%)	--	--		--	28 (7.7%)	0 (0.0%)	1 (33.3%)	2 (2.6%)	0 (0.0%)
7-or-more-person household		130 (5.8%)	--	--	2,912 (4.8%)	--	--		--	23 (6.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)
Total		**2,238 (100%)**	--	--	**60,011 (100%)**	--	--		--	**363 (100%)**	**10 (100%)**	**3 (100%)**	**77 (100%)**	**12 (100%)**

Source: US Bureau of the Census, 1990, 2000, Table DP-1, Profile of General Demographic Characteristics, Table QT-H1, General Housing Characteristics: 2000, Table QT-H2, Tenure, Household Size, and Age of Householder: 2000.

Southern Area of Carpinteria

As of 2000, there were 1,077 housing units within the southern area of Carpinteria, with a vacancy rate of approximately 4.8 percent. This is less than the vacancy rate of the study area, but similar to vacancy rates in Santa Barbara County. Home ownership levels within southern area of Carpinteria were slightly higher than the home ownership levels within the study area and Santa Barbara County. As shown, household size within area of Carpinteria was similar to the overall study area.

Rincon Area

As of 2000, there were 129 housing units in the Rincon area, with a vacancy rate of approximately 31.0 percent for the area, possibly reflecting a greater degree of seasonal use. Of this total, a majority (101 housing units) was located in Rincon Point, with the remainder located in the area north of U.S. 101. Home ownership levels and household size were similar to that within the overall study area; however, household size was generally smaller within Rincon Point

La Conchita

As of 2000, there were 189 housing units in La Conchita, with a vacancy rate of approximately 16.4 percent. Home ownership rates were slightly less than the home ownership levels within the overall study area. As shown, household size within La Conchita was similar to the overall study area.

Mussel Shoals

As of 2000, there were 65 housing units in Mussel Shoals, with a vacancy rate of approximately 32.3 percent. Home ownership levels were higher than those within the overall study area. Household size within Mussel Shoals, as shown, was similar to the overall study area.

Environmental Consequences

No regional or community-level impacts are anticipated to occur with implementation of the alternatives. Specifically, no displacement of residents or populations would occur and population characteristics and distribution within the study area would not change. No residences or businesses would be displaced as a result of the proposed project. No neighborhoods would be divided or separated from existing community facilities.

Economic Conditions

The economy within the study area differs markedly from that of the surrounding region. The economies of the greater Santa Barbara and Ventura Counties are diversified and divided amongst the education, tourism, service, agriculture, and technology sectors. While tourism and services are present, one of the main contributors to the economy of the study area remains agricultural production. Due to location and development patterns, there is a lack of a broad range of local services in the smaller communities within the study area. Therefore, the majority of the goods and services required by the smaller communities within the study area are provided by the City of Carpinteria. Commercial uses within the study area, predominantly in the form of business parks and office development, are primarily located within the southern area of Carpinteria, adjacent to major transportation corridors such as U.S. 101. Industrial development and facilities are also located in the southern area of Carpinteria, and development related to oil extraction can be found throughout the study area. Additionally, hotel uses can be found in Mussel Shoals at the form of the Cliff House Inn, immediately adjacent to SB U.S. 101 and the Pacific Ocean.

Employment

Within the study area, top employers within the City of Carpinteria include the Carpinteria Unified School District as well as research companies such as the DAKO Corporation (cancer diagnostics) and NuSil Technology (Silicone compounds), as well as AGIA, Inc. (insurance), and CKE Enterprises (restaurant franchises). Within the remainder of the study area (unincorporated portions of Santa Barbara and Ventura Counties), agricultural services and products, large commercial nursery operations, as well as oil extraction provide primary employment opportunities.

Based on data from the California Employment Development Department (EDD), the unemployment rate in Santa Barbara County has averaged 4.6 percent over the past seven years (2000-2007) and was 5.2 percent as of February 2008. In Ventura County, the unemployment rate averaged 5.0 percent over the same period and was 5.5 percent as of February 2008 (EDD 2007). More recent unemployment information for the study area is not available.

Labor Force Characteristics

Table 2.1.6 that includes information regarding labor force characteristics was derived from data provided by the U.S. Bureau of the Census. As this data is not available at the census block group level, the description of labor force characteristics for the study area

compares the City of Carpinteria and the Ventura County portion of the study area to greater Santa Barbara and Ventura Counties.

As of 2000, the Ventura County portion of the study area had a population of 972 persons, with a labor force of 759 persons. The City of Carpinteria had a population of 14,194 persons. Of this, the labor force consisted of 11,050 persons. The City of Carpinteria and the Ventura County portion of the study area generally mirror the labor force compositions of the greater Santa Barbara and Ventura Counties. The primary occupation in the region is management and professional, with the primary industries in the area education, health, and social services. As shown, the primary class of worker is private wage and salary.

Table 2.1-6 Labor Force Characteristics(cont. on next page)

	Ventura County Portion of Study Area		Santa Barbara Portion of Study Area		City of Carpinteria		Santa Barbara County		Ventura County	
Employment Status										
Population 16 years and over	759		11,011		11,050		310,929		562,080	
In labor force	547	72.1%	7,355	66.8%	7,432	67.3%	196,304	63.1%	372,020	66.2%
Civilian labor force	547	72.1%	7,340	66.7%	7,417	67.1%	193,720	62.3%	367,453	65.4%
Employed	533	70.2%	7,115	64.6%	7,192	65.1%	180,716	58.1%	348,338	62.0%
Unemployed	14	1.8%	225	2.0%	225	2.0%	13,004	4.2%	19,115	3.4%
Percent of civilian labor force	--	2.6%	--	9.7%	--	3.0%	--	6.7%	--	5.2%
Armed Forces	0	0.0%	15	0.1%	15	0.1%	2,584	0.8%	4,567	0.8%
Not in labor force	212	27.9%	3,656	33.2%	3,618	32.7%	114,625	36.9%	190,060	33.8%
Total	**759**	**100.0%**	**11,011**	**100.0%**	**11,050**	**100.0%**	**310,929**	**100.0%**	**562,080**	**100.0%**
Occupation										
Management and professional	227	42.6%	2,447	34.4%	2,431	33.8%	63,893	35.4%	127,157	36.5%
Service	66	12.4%	1,283	18.0%	1,332	18.5%	30,865	17.1%	46,762	13.4%
Sales and office	172	32.3%	1,750	24.6%	1,767	24.6%	45,775	25.3%	95,006	27.3%
Farming, fishing, and forestry	0	0.0%	237	3.3%	225	3.1%	8,818	4.9%	10,869	3.1%
Construction, extraction, and maintenance	51	9.6%	772	10.9%	798	11.1%	13,940	7.7%	28,589	8.2%
Production, transportation, and material moving	17	3.2%	626	8.8%	639	8.9%	17,425	9.6%	39,955	11.5%
Total	**533**	**100.0%**	**7,115**	**100.0%**	**7,192**	**100.0%**	**180,716**	**100.0%**	**348,338**	**100.0%**
Industry										
Agriculture, forestry, fishing and hunting, and mining	50	9.4%	242	3.4%	214	3.0%	12,094	6.7%	14,265	4.1%
Construction	49	9.2%	714	10.0%	700	9.7%	10,773	6.0%	21,946	6.3%
Manufacturing	28	5.3%	858	12.1%	828	11.5%	17,482	9.7%	48,154	13.8%
Wholesale trade	6	1.1%	495	7.0%	493	6.9%	5,912	3.3%	13,811	4.0%
Retail trade	60	11.3%	647	9.1%	676	9.4%	20,347	11.3%	38,539	11.1%
Transportation and warehousing, and utilities	22	4.1%	184	2.6%	216	3.0%	5,214	2.9%	11,385	3.3%
Information	16	3.0%	191	2.7%	203	2.8%	5,347	3.0%	14,639	4.2%

	Ventura County Portion of Study Area		Santa Barbara Portion of Study Area		City of Carpinteria		Santa Barbara County		Ventura County	
Finance, insurance, real estate, and rental and leasing	62	11.6%	448	6.3%	440	6.1%	9,755	5.4%	28,328	8.1%
Professional, scientific, management, administrative, and waste management services	75	14.1%	798	11.2%	762	10.6%	19,514	10.8%	38,476	11.0%
Educational, health and social services	91	17.1%	1,233	17.3%	1,301	18.1%	38,399	21.2%	59,820	17.2%
Arts, entertainment, recreation, accommodation and food services	13	2.4%	735	10.3%	748	10.4%	18,409	10.2%	23,669	6.8%
Other services (except public administration)	35	6.6%	347	4.9%	390	5.4%	9,823	5.4%	16,377	4.7%
Public administration	26	4.9%	223	3.1%	221	3.1%	7,647	4.2%	18,929	5.4%
Total	**533**	**100.0%**	**7,115**	**100.0%**	**7,192**	**100.0%**	**180,716**	**100.0%**	**348,338**	**100.0%**
Class of Worker										
Private wage and salary	338	63.4%	5,297	74.4%	5,327	74.1%	131,401	72.7%	265,224	76.1%
Government	93	17.4%	910	12.8%	977	13.6%	29,383	16.3%	50,193	14.4%
Self-employed (not incorporated business)	91	17.1%	908	12.8%	888	12.3%	19,361	10.7%	31,536	9.1%
Unpaid family	11	2.1%	0	0.0%	0	0.0%	571	0.3%	1,385	0.4%
Total	**533**	**100.0%**	**7,115**	**100.0%**	**7,192**	**100.0%**	**180,716**	**100.0%**	**348,338**	**100.0%**

Source: US Bureau of the Census, 2000, Table DP-3, Profile of Selected Economic Characteristics.

The Ventura County portion of the study area showed higher proportions of management, professional, sales, and office occupations, but lower proportions of service; farming, fishing, forestry, construction, extraction and maintenance, production, transportation, and material moving occupations than those within the City of Carpinteria. The area also showed proportionately higher numbers of people employed in agriculture, forestry, fishing and hunting, mining, retail trade, finance, insurance, real estate, rental and leasing, professional, scientific, management, administrative, and waste management services but lower proportions of people employed in manufacturing, wholesale trade, arts, entertainment, recreation, accommodation and food service than the City of Carpinteria.

The breakdown of occupation and industry for both Santa Barbara and Ventura Counties was generally similar to the City of Carpinteria, with minor exceptions. Specifically, the proportion of employed persons in Santa Barbara County was lower than that of both the City of Carpinteria and Ventura County.

Household Income

Table 2.1-7 illustrates Median Household Income (MHI) and Per Capita Income. MHI is defined as the middle value of all incomes ranging from highest to lowest in a selected

geographic area. As of 2000, MHI within the study area ranged between $39,464 and $67,743 (US Census Bureau, 2000). Higher MHI values were located in the northernmost portions study area in the City of Carpinteria, as well as in northern Ventura County. Conversely, lower MHI values were located within eastern portions of the City of Carpinteria. In comparison, as of 2000, MHIs for Santa Barbara and Ventura Counties were $46,677 and $59,666, respectively.

The study area is shown to have a wider range of MHI values than that of the surrounding region. Between 1990 and 2000, MHI within the study area increased at a relatively higher rate (36.1- 40.5 percent) than that of the region (30.8 percent). The most notable increase was experienced in the area of the City of Carpinteria, where MHI increased by $12,975 over the decade.

Per capita income (PCI) is defined as the average income of every resident of a selected geographic area, including all adults and children, and is often used as a measure of the wealth of a selected population. As of 2000, the average PCI in the study area was $25,706, with the highest PCI levels ($38,249) found in the Ventura County portion of the study area, and the lowest PCI levels ($18,437) found in the eastern area of Carpinteria. In both 1990 and 2000, PCI within the study area remained markedly higher than that of both Santa Barbara and Ventura Counties. Following the Office of Management and Budget's Directive 14, the U.S. Census Bureau uses a set of income thresholds that vary by family size and composition to define poverty status. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level."

As of 2000, 9.1 percent of the population of the study area was considered to be below the poverty level. Values ranged from 9.1 percent to 11.9 percent in the Santa Barbara County portion of the study area, and 4.5 percent in the Ventura County portion. All respective levels within the study area were substantially below Santa Barbara and Ventura County averages, at 14.3 percent and 9.2 percent, respectively.

Table 2.1-7 Median Household Income and Per Capita Income 1990-2000

	Study Area	Santa Barbara	Ventura
2000			
Median Household Income	$39,464 - $67,743	$46,677	$59,666
Per Capita Income	$25,706	$23,059	$24,600
1990			
Median Household Income	$28,978 - $48,194	$35,677	$45,612
Per Capita Income	$20,208	$17,155	$17,861

Source: *US Bureau of the Census, 2000, Table DP-3, Profile of Selected Economic Characteristics.*

Business Activity

Businesses are located within the City of Carpinteria, La Conchita, and Mussel Shoals. Restaurants, grocery stores, and business centers are located within the City of Carpinteria. Within La Conchita, the only business activity is generated by the produce stand. The Cliff House Inn and Shoals Restaurant provides the only business activity within Mussel Shoals.

Community Facilities/Services

Schools and Libraries

The Carpinteria Unified School District administers three elementary schools, one junior high school, and one high school. Library service is provided to the City of Carpinteria through the Carpinteria Library. No schools are located within the Ventura County portion of the study area; however, the Ventura Unified School District, located in the City of Ventura, includes 17 elementary schools, four middle schools, 7 high schools, one day school, and one adult school.

Emergency Services

Fire protection within the study area is provided by the Carpinteria-Summerland Fire Protection District, which serves the areas of Carpinteria and Summerland, and the Ventura County Fire Department Station 25, which serves the Ventura County portion of the study area. Police protection is provided by the City of Carpinteria Police Department, as well as the Santa Barbara and Ventura County Sheriff's Departments. Additionally, because the study area does not support a high population density, there are no major hospitals located within the study area. Urgent care facilities and medical clinics, including Sansum Clinic and County Health Clinic, are available in the City of Carpinteria

Utilities

Domestic water services in the study area are provided by the Carpinteria Valley Water District and the Casitas Municipal Water District. Wastewater collection and treatment services are provided by the Carpinteria Sanitary District and by septic systems in the unincorporated areas of Santa Barbara and Ventura Counties. According to the Coastal Area Plan for Ventura County (2001), a sewer system is being designed for the northern portions of Ventura County; however, a system has yet to be installed. Natural gas services in the study area are provided by the Southern California Gas Company and electricity is provided by Southern California Edison. Five Fiber optic lines exist parellel to the railroad tracks within the Union Pacific Railroad property on either side of the railroad tracks in the La Conchita area.

Environmental Consequences

No temporary or long-term impacts to emergency services are anticipated as a result of the proposed project. Although medians would be closed at La Conchita and Mussel Shoals and an emergency access gate will not be provided, all other access routes used by emergency vehicles to communities within the study area would not be affected by the proposed project. Additionally, reduction of congestion and improvements to travel times along U.S. 101 would likely improve emergency access and response times within the region and is considered to represent an incrementally positive impact from the proposed project.

The proposed project would not eliminate or restrict automobile or pedestrian access to stores, public services, schools, or other facilities within the study area. The proposed project is designed to alleviate congestion along U.S. 101 through the inclusion of additional HOV lanes.

No regional or community-level impacts are anticipated to occur with implementation of the alternatives. No residences, businesses or community facilities would be displaced as a result of the proposed project and population characteristics and distribution within the study area would not change. The proposed project would not result in any growth inducing impacts. The proposed project would not put any additional pressure on existing community facilities, through an increase in resident populations or visitors, or through the loss of other community facilities elsewhere. No regional or community-level impacts are anticipated. No neighborhoods would be divided or separated from existing community facilities.

NO BUILD Alternative

Under the NO BUILD Alternative, existing conditions would remain and no impacts to emergency services or utitlities would occur. However, existing congestion along U.S. 101 would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD Alternative.

BUILD Alternatives

Utilities such as the fiber optic lines or telephone poles may need protection in place or realignment to avoid conflicts during construction. No temporary or long-term impacts to emergency services are anticipated as a result of the proposed project. While the median crossings would be closed at Mussel Shoals, La Conchita, and Tank Farm, emergency gate access will not be provided. Implementation of the vast majority of the

proposed project would occur within existing right-of-way, A portion of the existing parking at the Cliff House Inn in Mussel Shoals is located on Old Coast Highway. Implementation of the BUILD alternative may result in the loss or temporary loss of parking in front of the Cliff House Inn.

Avoidance, Minimization and/or Mitigation Measures

Based on the above discussion and analysis, the implementation of the proposed project would not cause substantial impacts to public services within the study area.

- If protection or relocation of the utilities would be required, early coordination and communication with the utility provider would occur so there would be no disruption of services.
- For loss of private parking spaces, the property owner would be compensated.

2.1.9 Environmental Justice

Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* signed by President Bill Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse impacts of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2008, this was $21,200 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

Affected Environment

As shown in Table 2.1-8, none of the affected communities have markedly higher levels of non-white or Hispanic populations compared to the surrounding region with the exception of the southern area of Carpinteria. In the Rincon area, La Conchita, and Mussel Shoals, the total non-white population is much lower than the Ventura County average. Similarly, the total Hispanic population within these communities is much lower than the Ventura County average.

The proportion of the population below the poverty line within the overall study area is lower than the Santa Barbara County average and is consistent with the Ventura County average. However, Hispanic populations within the southern area of Carpinteria as a proportion of the total population are proportionally higher than the City of Carpinteria average but substantially higher than the Santa Barbara County average. The total minority population within the southern area of Carpinteria is also markedly higher than the Santa Barbara County average.

Environmental Consequences

NO BUILD Alternative

Under the NO BUILD Alternative, existing conditions would remain and no environmental justice impacts would occur. However, existing congestion along U.S. 101 would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD Alternative.

BUILD Alternatives

Based on the above analysis, the southern area of Carpinteria is considered to be a minority Hispanic population. No other minority populations and no low-income populations are considered to occur within the study area. Potential aesthetic, air quality, noise, and community character impacts to the southern area of Carpinteria have been identified.

Air quality and noise impacts associated with construction of the soundwalls would affect the southern area of Carpinteria. However, air quality and noise impacts associated with construction of soundwalls at Mussel Shoals would also occur, so no disproportionately high and adverse air quality and noise impacts would occur to the southern area of Carpinteria. The affect on air quality is discussed in the air quality section 2.2.6.

Table 2.1-8 Minority Populations and Income 1990-2000

	Southern Area of Carpinteria	Rincon Point	Rincon Hills	La Conchita	Mussel Shoals	Santa Barbara Portion of Study Area	Ventura County Portion of Study Area	Study Area Overall	City of Carpinteria	Santa Barbara County	Ventura County
Total Population	2,984	146	87	338	92	14,369	972	15,341	14,194	399,347	753,197
Non-White	791 (26.5%)	10 (6.8%)	5 (5.7%)	34 (10.1%)	10 (10.9%)	3,798 (26.4%)	99 (10.2%)	3,897 (25.4%)	3,776 (26.6%)	108,929 (27.3%)	226,476 (30.1%)
Hispanic	1,432 (48.0%)	3 (2.1%)	12 (13.8%)	52 (15.4%)	4 (4.3%)	6,174 (43.0%)	82 (8.4%)	6,256 (40.8%)	6,175 (43.5%)	136,668 (34.2%)	251,734 (33.4%)
Total Minority	1,642 (55.0%)	10 (6.8%)	16 (18.4%)	57 (16.9%)	11 (12.0%)	6,944 (48.3%)	147 (15.1%)	7,091 (46.2%)	6,928 (48.8%)	172,264 (43.1%)	325,748 (43.2%)
Below Poverty Level	N/A	N/A	N/A	N/A	N/A	1,475 (9.1 to 11.9%)	37 (4.5%)	1,512 (4.5 to 11.9%)	1,480 (10.4%)	55,085 (14.3%)	68,540 (9.2%)
Median Household Income	N/A	N/A	N/A	N/A	N/A			$39,464-$67,743	$47,729	$46,677	$59,666

Source: *US Bureau of the Census, 2000, Table DP-1, Profile of General Demographic Characteristics; Table DP-3, Profile of General Demographic Characteristics; Table QT-P4, Race, Combinations of Two Races, and Not Hispanic or Latino.*

N/A = Data not available at the block level of analysis.

Views of the proposed project from residences within the southern area of Carpinteria, specifically the additional HOV lanes, could incrementally affect the existing community character potentially through an increased sense of urbanization surrounding the community. Additionally, the proposed soundwalls within southern area of Carpinteria along the roadside, while abating traffic noise levels, would create a defined 'barrier' between the northern part of the community and the roadway, incrementally changing the community character. Moreover, inclusion of soundwalls would block existing limited ocean views. The linear nature of the proposed project would incrementally increase the sense of urbanization surrounding all affected communities within the project area.

Implementation of the proposed project would not cause potentially high and adverse aesthetic and community character impacts to minority populations within the southern area of Carpinteria because similar impacts resulting from soundwalls would occur in La Conchita; therefore, these impacts would not be considered disproportional. No additional regional or community-level impacts would occur.

Avoidance, Minimization and/or Mitigation Measures

Based on the above discussion and analysis, the proposed project would not potentially cause disproportionately high and adverse impacts to the southern area of Carpinteria, which is considered to be a minority population, with the implementation of soundwalls from either of the alternatives.

The recommendation on noise abatement measures is made by the Departmen, the project proponent; however, an avoidance measure can be considered from the results of the reasonableness determination and information collected during the public input process. The opinions of affected property owners would be considered in reaching a final decision on the noise abatement measures to be provided. Noise abatement within state right-of-way would not be provided if more than 50 percent of the affected property owners do not want it.

Provision of offsetting benefits and opportunities to enhance communities would also be considered. Such views would be carefully considered when mitigation strategies are developed to minimize the potential impacts. Caltrans staff would participate as needed in meetings with neighborhood associations, residents and property owners from the outset of project planning and would continue to participate in these meetings through the environmental review process.

Consistent with Federal Highway Administration Actions to Address Environmental Justice in Minority Population and Low-Income Populations, the project would be carried out only if "further mitigation measures or alternatives that would avoid or reduce the

disporportionately high and adverse impacts are not practicable. In determining whether a mitigation measure or an alternative is "practicable," the social, economic (including costs) and environmental impacts of avoiding or mitigating the adverse impacts would be taken into account (USDOT1998).

2.1.10 Traffic and Transportation/Pedestrian & Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by the Federal Highway Administration, directs that full consideration should be given to the safe accommodation of pedestrians and cyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental impacts on all highway users who share the facility.

Caltrans is committed to carrying out the 1990 Americans with Disabilities Act by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

Affected Environment

U.S. 101 is part of the National Highway System (NHS) and serves as an Interstate/Inter-regional/Intra-regional and commute travel route. The roadway portion in Ventura County is classified as an expressway and the Santa Barbara portion is classified as a freeway.

According to the City of Carpinteria General Plan and Local Coastal Plan, the automobile is the primary form of travel for local residents. Circulation throughout the study area is provided primarily via U.S. 101, although State Route (SR) 150 provides another (longer) option to connect to Ventura County. U.S. 101 is a major north-south transportation corridor heavily used by daily commuters. It is known as the Ventura Freeway for a portion of this route within the study area, and it parallels the Pacific Ocean and merges with State Route 1 for 54 miles. It has been designated by Caltrans as an eligible state scenic highway (CSHMS, 2007). U.S. 101 serves as the principal intercity arterial highway connecting cities between Los Angeles and San Francisco and within the study area, serves as the primary link between Santa Barbara and Ventura Counties. In addition to traversing two counties, the segment of U.S. 101 within the study area passes the

communities of Mussel Shoals, La Conchita, and Rincon Point, as well as the southern area of the City of Carpinteria.

The Ventura/Santa Barbara 101 HOV Traffic study was used to determine the operational benefits of the proposed improvements during peak traffic volume conditions on the highway, while also considering the traffic conditions at the interchange intersections. Furthermore, this study will analyze the impacts to motorists from Mussel Shoals and La Conchita as a result of proposed median closures. To quantify such impact, it is more appropriate to use peak hour turning movement data for these locations. As such, we determined that mainline traffic volumes should be based on the peak hours of U.S. 101, and interchange traffic volumes should be based on the peak hours of the interchanges. This approach will result in a conservative data set and ensures that the peak traffic conditions for the two study components are evaluated accurately.

Forecasted Traffic Volumes

Caltrans' policy is to maintain freeway mainline and ramp operations and to improve LOS based on the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002).

The project study area is experiencing an average traffic growth rate of 1.05% to 1.30% annually and long distance commuters are increasing, as affordable housing is located further away from business and employment centers.

The Santa Barbara County Association of Governments (SBCAG) regional travel model was used to develop annual growth rates on the U.S. 101 mainline and ramps. Based on total daily traffic forecasts for Year 2005 and Year 2030, the SBCAG model for compounded growth was used to develop traffic forecasts for the Year 2015 (representing the project opening year) and Year 2035. This growth rate was applied to Year 2008 traffic counts.

Intersections/Ramp Operation

Peak period intersection counts were conducted during the morning (7:00 to 9:00AM) and evening (4:00 to 6:00PM) at the nine study intersections during a typical weekday (Tuesday through Thursday) in April 2008. The data includes peak hour intersection turning movements and cyclist and pedestrian volumes. The count data indicates that the AM and PM peak hours vary among locations, further justifying the need to use site-specific peak hour volumes at the intersections.

During field reconnaissance, lane configurations, turning movement pocket lengths, and speed limits were collected. The peak hour volumes presented in this report reflect minor

adjustments to the raw traffic counts to ensure balanced vehicle trips between adjacent intersections.

Key assumptions were developed to analyze the intersections. A peak hour truck percentage of 7 percent was used for U.S. 101. A peak hour truck percentage of 2 percent was used for all ramps. A free-flow speed of 65 mph was used for the freeway mainline and 45 mph for the ramps. Analysis peak hours where from 7:00 to 8:00 AM and 4:45 to 5:45 PM. Peak hour intersection turning movement volumes, which occurred between 7:00 and 9:00 AM or 4:00 and 6:00 PM, were superimposed onto the mainline peak hour volumes.

In order to determine the current operations, peak hour capacity analyses were performed for each intersection, ramp junction, and mainline freeway segment. The peak hour signal warrant was also evaluated for unsignalized intersections based on the *Manual on Uniform Traffic Control Devices* (MUTCD) (United States Department of Transportation and Federal Highway Administration, 2003).

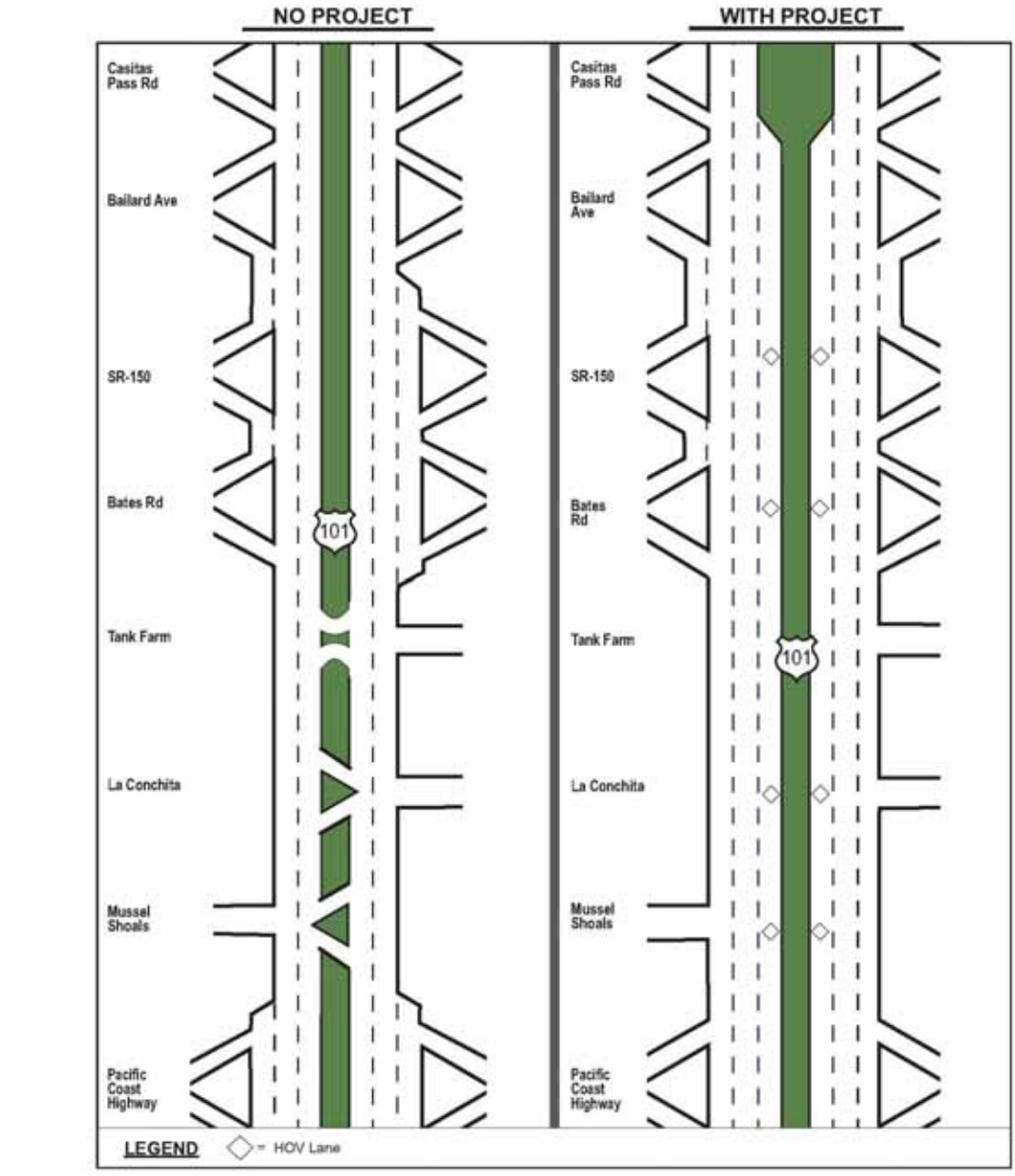
At side-street stop-controlled intersections, the LOS rating is based on the control delay for each minor movement. For all-way stop-controlled intersections, the LOS rating is based on the weighted average control delay of all movements. The traffic analysis software Synchro 6.0 was used for this study. Synchro is based on procedures outlined in the Transportation Research Board's 2000 *Highway Capacity Manual* (HCM).

Cartographic orientation of the intersection

Throughout the majority of the study area, the US 101 follows the coastline and generally has a northwest-southeast orientation, though the highway does meander and change orientation. For the purposes of this study, US 101 is assumed to be a north-south facility, and all mainline segments, ramps, and intersections conform to this convention. This approach simplifies the mainline analysis by assuming all traffic traveling from the Seacliff interchange towards Carpinteria is northbound, and vice-versa. According to this convention, the Mussel Shoals access, located on the ocean-side of US 101, is oriented east-west. For example, at Mussel Shoals an "eastbound left turn" is a movement that allows trips to access northbound US 101, while the cartographic orientation of the intersection would suggest the movement is a northbound left turn. Similarly at La Conchita, the access is assumed to be oriented east-west.

Existing Mainline Configuration

Please refer to the description contained in Section 1.1 Introduction, under Existing Facility.



Source Fehr and Peers Traffic Analysis Report July 2008

Figure 2.1-5 Mainline and Ramp Configuration

Table 2.1-9 lists the locations that were studied to evaluate traffic circulation impacts as a result of the proposed project.

Table 2.1-9 Traffic Study Locations at Various Locations

Mainline Analysis	
NB US 101 Seacliff to Mussel Shoals Access	SB US 101 Bailard Avenue to SR-150
NB US 101 La Conchita Access to Bates Road	SB US 101 SR-150 to Bates Road
NB US 101 Bates Road to SR-150	SB US 101 Bates Road to La Conchita Access
NB US 101 SR-150 to Bailard Avenue	SB US 101 Mussel Shoals to Seacliff
Ramp or Junction Analysis	
NB US 101 PCH Off-Ramp	SB US 101 SR-150 Off-Ramp
NB US 101 PCH On-Ramp	SB US 101 SR-150 On-Ramp
NB US 101 Bates Road Off-Ramp	SB US 101 Bates Road Off-Ramp
NB US 101 Bates Road On-Ramp	SB US 101 Bates Road On-Ramp
NB US 101 SR-150 Off-Ramp	SB US 101 PCH Off-Ramp
NB US 101 SR-150 On-Ramp	SB US 101 PCH On-Ramp
Intersection Analysis	
1. US 101 SB Ramp/Pacific Coast Highway (PCH) – Seacliff	6. Bates Road/US 101 SB Ramps
2. US 101 NB Ramp/Pacific Coast Highway (PCH) – Seacliff	7. Bates Road/US 101 NB Ramps
3. Mussel Shoals Access/US 101	8. SR-150/US 101 SB Ramps
4. Santa Barbara Avenue/US 101	9. SR-150/US 101 NB Ramps
5. Tank Farm/US 101	

Source: Fehr and Peers Traffic Analysis Report July 2008

Freeway Mainline Operation

Peak hour traffic counts were conducted for the mainline (U.S. 101) near La Conchita and Mussel Shoals. The traffic volumes indicated that the predominant travel direction is northbound during the AM peak period (7:00 to 8:00 AM) and southbound during the PM peak period (4:45 to 5:45 PM).

Caltrans traffic data from 2006 indicates that the Average Annual Daily Traffic (AADT) for 2006 is 74,000 vehicles per day (vpd) in Ventura County and 82,000 vpd in Santa Barbara County during peak months. There are periods of peak seasonal traffic that typically coincide with summer months and include considerable weekend traffic. The average annual daily traffic (AADT) is 67,000 vpd. As for AADT, 67,000 vpd, this figure represents peak and non-peak month traffic averaged over a year, for the purpose of constructing a traffic analysis, worst case scenario/peak month numbers are always used for design purposes.

Mainline traffic operations on U.S. 101 reflect local commuting patterns with reduced LOS during the AM peak in the northbound direction; this pattern is mirrored in the PM

peak with higher congestion levels in the southbound direction. Between Seacliff exit and Bailard Avenue, northbound U.S. 101 generally operates at LOS C during the AM peak. During the PM peak, southbound U.S. 101 operates at LOS C between Bailard Avenue at Bates Road, and at LOS D between Bates Road and Seacliff exit.

Table 2.1-10 illustrates traffic conditions in two counties. Since the project spans two counties and the traffic conditions are slightly different.

Table 2.1-10 Existing Traffic Conditions by County

U.S 101 Location	2006 AADT	Peak Hour VPLPH	Average Peak demand VPHPL	LOS
Ventura County (PM39.8/43.6)	74,000 vehicles	7,400 vehicles total	1,850 vehicles per lane	E
Santa Barbara County (PM 0.0/2.2)	82,000 vehicles	8,200 vehicles total	1,822 vehicles per lane	E

Source: Caltrans 2007 Traffic Analysis Report

As shown in Table 2.1-11, for the purposes of environmental analysis, the worst traffic condition (82,000 AADT in Santa Barbara County) was used. The average annual peak month traffic in 2006 was 82,000 vehicles and the peak hour demand was 8,200 vehicles. The vehicles per hour per lane (VPHPL) was estimated to be 1,822 vehicles, with a VPHPL capacity of 2,000 vehicles and LOS E which means there is unstable traffic flow, greatly varied speeds and unpredictable flow. Traffic in the vicinity of the project has an average of 6-7% truck traffic.

Table 2.1-11 Existing and Future Traffic Volumes with Alternatives

Condition	Lanes	Average Annual Peak month Traffic	AM/PM Peak Hour Traffic	Demand Vehicles per hour per lane	Capacity Vehicles per hour per lane	LOS	Vehicle hours
EXISTING 2006	4 Mixed Flow*	82,000	8,200	1,822	2,000	E	N/A
NO BUILD 2036	4 Mixed Flow*	121,161	12,116	2,692	2,000	F	834,165 vehicle hours delay
BUILD 2036	4 Mixed Flow + HOV	121,161	12,116	1954	2,200	D	834,165 vehicle hours saved

Source Caltrans 2007 Traffic Analysis Report

*Note: * Existing and NO BUILD Facility accounts for four mixed flow lanes with a short section of 3 mixed flow lanes northbound between Bates Road and the 101/150 IC and an auxiliary lane within the same southbound section. In the BUILD scenario the additional mixed flow lane would remain and the auxiliary lane would be converted to a mixed flow lane. HOV capacity used is 85% of maximum capacity of Mixed Flow lane (2000 VPHPL) or 1700 VPHPL.*

The peak month traffic in 2036 is expected to increase by 50 percent to 121,161 vehicles (AADT) and the peak hour demand is expected to be 12,116 vehicles (peak hour volume). The expected VPHPL under the NO BUILD alternative would be 2,692 vehicles.

The NO BUILD Alternative would not improve capacity therefore the highway would exceed the maximum design capacity (2,000 VPHPL) and create LOS F conditions and would result in 834,165 vehicle hours of delay. U.S. 101 would operate at LOS F in the northbound direction during the AM peak hour from the Seacliff exit to the Bates Road Interchange. Southbound, traffic operations would degrade to LOS F or worse from Bailard Avenue to the Seacliff exit during the PM peak hour.

The MINIMUM and FULL BUILD Alternatives would increase capacity and increase VPHPL capacity from 2,000 to 2,200 and the free-flow speed from 50 mph to 60 mph. the VPHPL is expected to be 1,954 vehicles with LOS D and would result in 834,165 vehicle hours of delay saved.

The LOS for a freeway section is based on measures of density (vehicle/mile/lane), while a secondary measure is travel speed (mph). Freeway LOS is a qualitative description of traffic flow based on speed, travel time, delay, and freedom to maneuver. There are six levels, ranging from LOS A (i.e. the best operating conditions) to LOS F (i.e. the worst). LOS E represents "at-capacity" operation. When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F.

Table 2.1-12 Intersection Level of Service (LOS) Thresholds

LOS	Unsignalized Intersection Control Delay (sec/veh)[1]	General Description
A	0 – 10.0	Little to no congestion or delays.
B	10.1 – 15.0	Limited congestion. Short delays.
C	15.1 – 25.0	Some congestion with average delays.
D	25.1 – 35.0	Significant congestion and delays.
E	35.1 – 50.0	Severe congestion and delays.
F	> 50.0	Total breakdown with extreme delays.

Source: *Fehr and Peers Traffic Analysis Report July 2008*

Existing intersection conditions were evaluated based on lane configurations and traffic volumes as shown in Tables 2.1-13 . All of the study intersections operate at LOS C or better during both peak hours, except at the following locations:

- *Mussel Shoals Access/U.S. 101* – The eastbound approach currently operates at LOS D during the AM peak hour and LOS F during the PM peak hour.
- *Santa Barbara Avenue/U.S. 101* – The westbound approach currently operates at LOS F during the AM peak hour and LOS D during the PM peak hour.
- *SR-150/U.S. 101 Southbound Ramps* – The southbound (off-ramp) approach currently operates at LOS E during the PM peak hour.

Table 2.1-13 Existing Intersection Analysis - 2008

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS[1]	Delay (sec/Veh)	LOS[1]
1. U.S. 101 Southbound Ramp/PCH (Seacliff)	Side-Street Stop	9 (EB)	A	9 (EB)	A
2. U.S. 101 Northbound Ramp/PCH (Seacliff)	Side-Street Stop	9 (EB)	A	9 (EB)	A
3. Mussel Shoals Access/U.S. 101	Side-Street Stop	28 (EB)	D	212 (EB)	F
4. Santa Barbara Avenue/U.S. 101	Side-Street Stop	70 (WB)	F	26 (WB)	D
5. Tank Farm/U.S. 101	Side-Street Stop	< 5 (WB)	A	20 (WB)	C
6. Bates Road/U.S. 101 Southbound Ramps	Side-Street Stop	9 (SB)	A	9 (SB)	A
7. Bates Road/U.S. 101 Northbound Ramps	Side-Street Stop	9 (NB)	A	9 (NB)	A
8. SR-150/U.S. 101 Southbound Ramps	Side-Street Stop	12 (SB)	B	40 (SB)	E
9. SR-150/U.S. 101 Northbound Ramps	Side-Street Stop	11 (NB)	B	12 (NB)	B

Notes:
Shading denotes locations where LOS threshold is exceeded.
[1] *Side-street stop intersection LOS is based on worst approach control delay per vehicle, according to* 2000 Highway Capacity Manual. *The values shown represent seconds delay per vehicle.*

Source: *Fehr and Peers Traffic Analysis Report July 2008*

The LOS results reflect typical traffic conditions and have not been adjusted to represent summer conditions.

Median Closure

The project alternatives would restrict left turns into and out of Mussel Shoals and La Conchita and U-turns at Tank Farm by closing the median openings. In future project scenarios, drivers using the existing median openings were assumed to reroute to the nearest interchange, reverse direction on U.S. 101, and use the right-in right-out access. For example, a driver who used the median opening at La Conchita to make a southbound left turn would reroute to the U.S. 101/PCH interchange (Seacliff), enter northbound U.S. 101 and turn right into La Conchita. The resulting median closures would generate additional travel time for drivers to reroute to the nearest interchange, though in some cases the rerouted travel time is expected to be less than the wait time to turn onto U.S. 101 through the median openings under NO BUILD conditions.

Bikeways

Within the project limits, there are existing bikeways located adjacent to the outside traffic lanes along most of northbound and southbound U.S.101. In the northbound direction, there is a bikeway on the outside shoulder from where the Old Coast Highway ends, until the U.S 101/SR 150 Interchange where cyclists must exit the highway. In the southbound direction, the bikeway begins at the U.S. 101/SR 150 Interchange to the

southern project limits. These lanes are part of the Pacific Coast Bicycle Route, which provides a north/south connection for cyclists between Vancouver, British Columbia, Canada to Imperial Beach in San Diego, California (Adventure Cycling Association, 2007). Some prominent regional cycle groups in the area include Ventura Velo, the Santa Barbara Bicycle Coalition (SBBC), Echelon Santa Barbara Cycling Club, the Carpinteria Cycling Club, and Channel Islands Bicycle Club.

For the most part, the bikeways are separated from the traffic only by striping. However, in the southbound direction from just south of Bates Road Interchange to just north of Mussel Shoals in Ventura County, there is a five-foot bike lane that is separated from the eight-foot highway shoulder by a two-foot no-parking zone. At certain points in both directions, including the communities of La Conchita and Mussels Shoals, cyclists that are continuing straight must share the lane with vehicles that are entering and exiting the highway. Where access is authorized, cyclists enter and exit the highway by using the existing vehicle ramps and other entrances, with the exception of where the northbound Old Coast Highway joins the highway near the southern project limits. At this location, only cyclists have access to the Old Coast Highway, and there is no vehicle onramp.

Because no other roads offer a direct route between the Seacliff Interchange and Carpinteria, cyclists have no alternative route to the U.S. 101. Generally, cyclists ride on the paved outside shoulders of U.S. 101, using the on-/off-ramps at the Bates Road Interchange to bypass the Bates Road Overcrossing. Southbound between Bates Road to Mussel Shoals, a five-foot painted bikeway is adjacent to highway traffic lanes. During the traffic data collection effort, cyclists using U.S. 101 were counted. During the weekday AM peak period, a total of 35 cyclists were observed. During the weekday PM peak period, a total of 15 cyclists were observed.

Pedestrian

Under existing conditions, substantial weekend pedestrian activity was observed traveling between La Conchita and the beach via a drainage culvert under U.S. 101. A Saturday count conducted from 10:00 AM to 3:00 PM showed that a total of 102 pedestrians went through the culvert; no pedestrians were observed crossing U.S. 101 at the median opening. Construction of a pedestrian undercrossing at La Conchita, proposed as part of the project alternative, would provide beach access for the community and serve the existing demand for such a facility. Design of the PUC would be ADA compliant.

Parking

There is emergency shoulder parking on the expressway near the community of La Conchita and 33 parking spaces in front of the Cliff House Inn located in Mussel Shoals.

There are a total of 11 emergency parking only signs (R 8-4) posted on the southbound direction and 7 signs in the northbound direction.

Public Transportation and Train Service

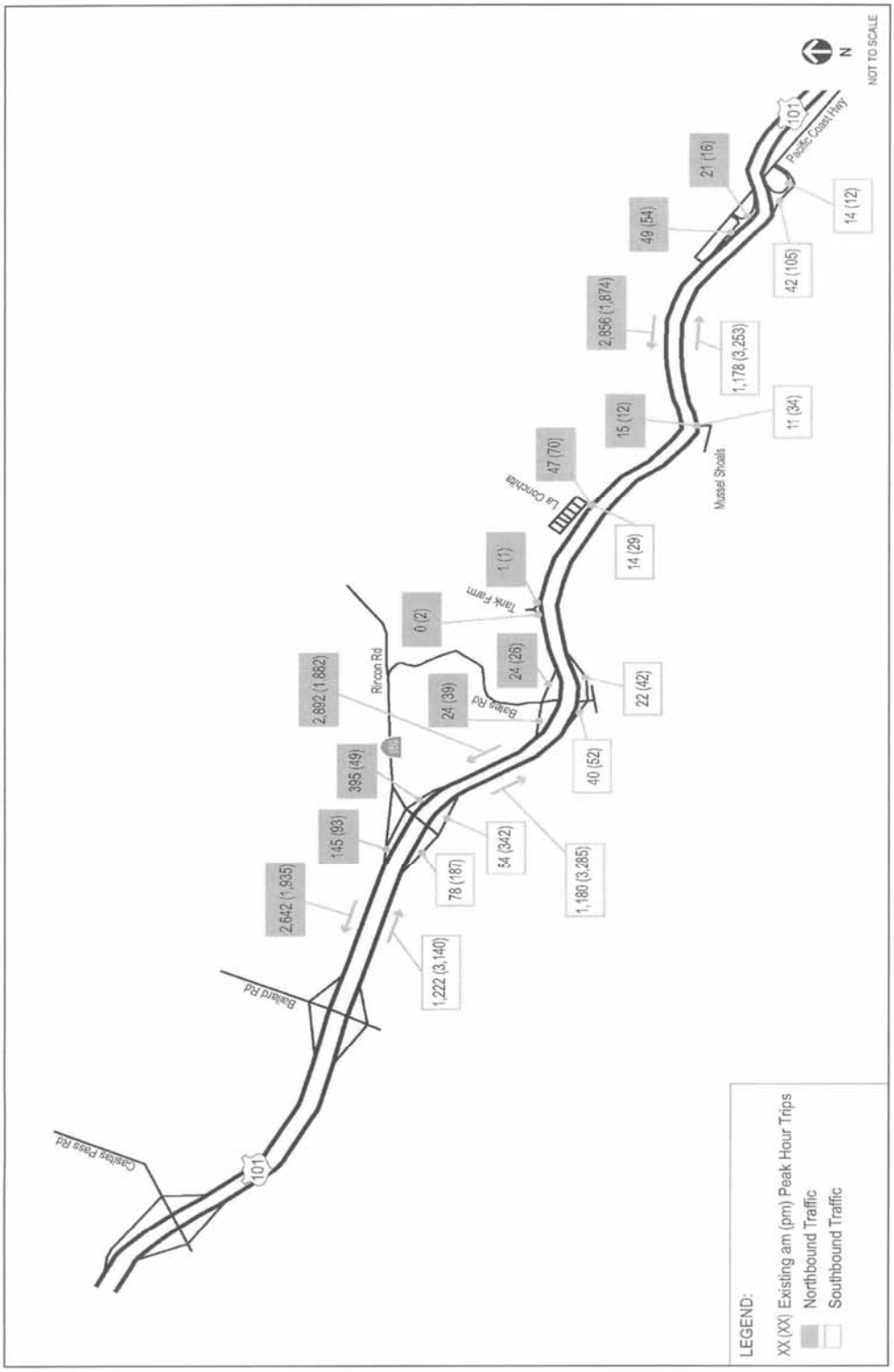
As identified above, the Union Pacific Railroad and Amtrak Pacific Surfliner and Coast Starlight long haul service run generally parallel to U.S. 101 within the study area with a stop in Carpinteria. Other public transportation services offered in the study area include local bus service from MTD Santa Barbara and long distance bus service from Greyhound. The City also operates a shuttle that connects the Santa Barbara's Metropolitan Transit District (MTD) Line 20 and other points of interest within the City. Line 20 travels from the Transit Center on Chapala Street to Via Real at Mark Avenue, primarily along Carpinteria Avenue, and traveling on U.S. 101 for a portion. MTD Santa Barbara connects Carpinteria to the greater Santa Barbara County region via Routes 20 and 21x, with portions of Route 21x traveling along U.S. 101 (MTD, 2008b).

The Ventura County Transportation Commission operates the Ventura Intercity Service Transit Authority (VISTA) Coastal Express which provides 13 round trips from Oxnard/Ventura to Santa Barbara/Goleta (VCTC 2008). The AMTRAK Pacific Surfliner service operates between San Luis Obispo and San Diego, with stops at Carpinteria and Ventura stations. The service has a regular schedule of 8 daily round trips (Amtrak, 2008).

Environmental Consequences

Freeway Mainline Operation

The following summarizes the results of the traffic analysis of mainline traffic operations. Each mainline segment and ramp junction on U.S. 101 was analyzed based on the volumes shown in Figures 2.1-6. Mainline traffic operations on U.S. 101 reflect local commuting patterns with reduced Level of Service (LOS) during the AM peak in the northbound direction; this pattern is mirrored in the PM peak with higher congestion



Source: Fehr and Peers Traffic Analysis Report July 2008

Figure 2.1-6 Existing Mainline Peak Hour Volumes

levels in the southbound direction. Between Seacliff exit and Bailard Avenue, northbound U.S. 101 generally operates at LOS C during the AM peak. During the PM peak, southbound U.S. 101 operates at LOS C between Bailard Avenue at Bates Road, and LOS D between Bates Road and Seacliff.

The HCM methodology does not account for the impacts of downstream blockage or capacity reductions. However, several projects are programed to improve the impacts of the blockage. Several locations along the U.S. 101 corridor experience localized congestion during the peak period. Field observations and travel time runs indicate that northbound vehicle speeds between 7:00 and 8:00 AM slowed substantially near the lane drop upstream from Mussel Shoals and between U.S. 101 interchanges with Bailard Avenue and SR-150. At these locations, the U.S. 101 mainline section changes from three lanes to two, and the merging activity creates congestion and slower speeds during peak periods. Similar congestion points were not observed for SB PM traffic. SB U.S. 101 maintains a two-lane cross section through the study area and thus does not exhibit the same merge conflict points as does NB U.S. 101.

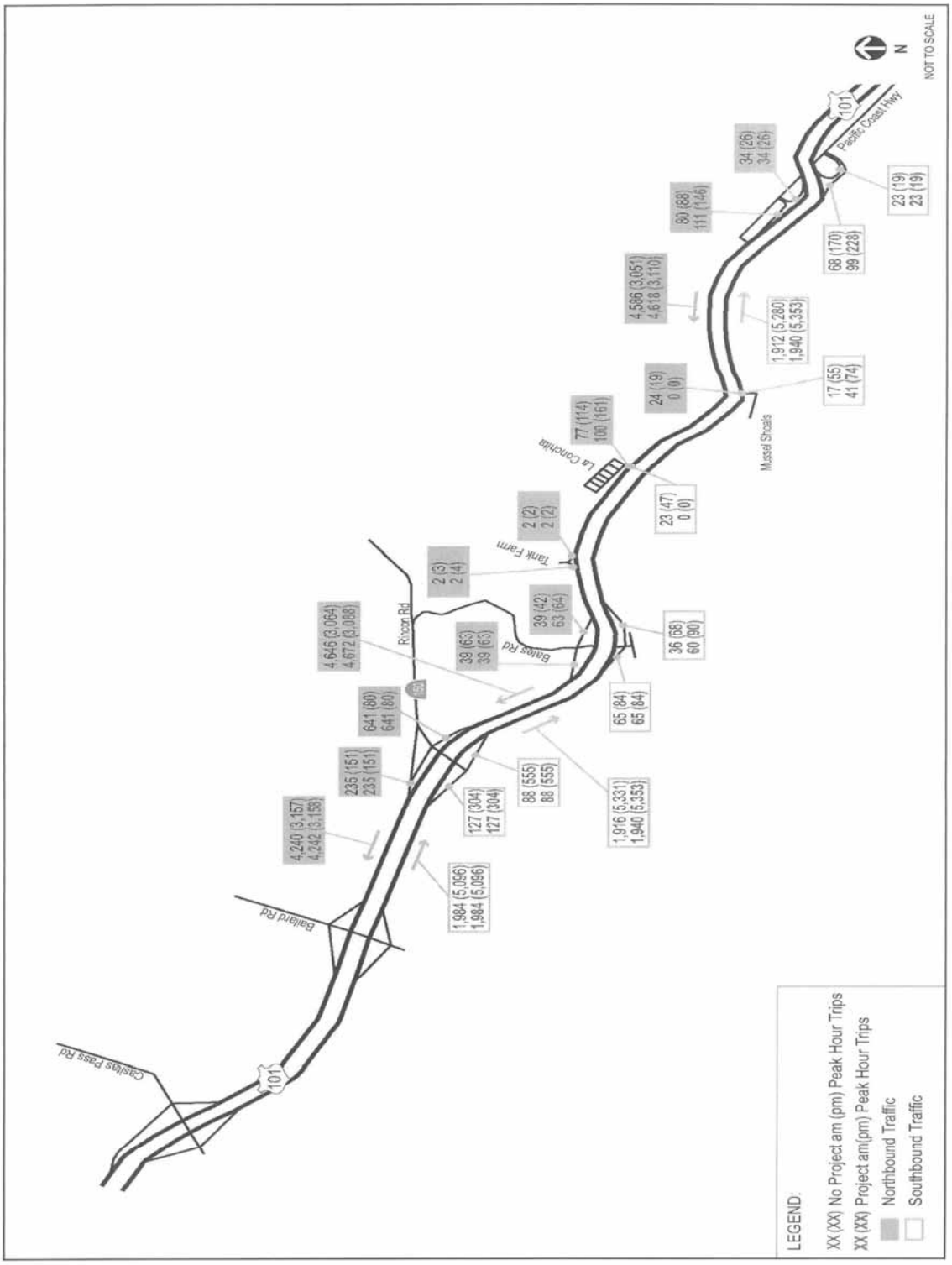
MAINLINE LANE UTILIZATION OF HOV LANE

The proposed HOV lane would accommodate vehicles with two or more occupants. Passenger occupancy counts were collected by Caltrans in September 2007. The data indicates that approximately 25 percent of existing AM peak period traffic and approximately 28 percent of existing PM peak period traffic had two or more passengers per vehicle. Since these observed occupancy rates reflect existing local trends, it is reasonable to assume future occupancy rates would be similar. Therefore, it was assumed that the HOV lane would carry 25 percent of future AM peak traffic and 28 percent of future PM peak traffic.

NO BUILD Conditions Year 2015

Under 2015 NO BUILD conditions, the mainline would remain at its current configuration. Therefore, the existing NB congestion during the AM peak hour would continue to occur and likely worsen as volumes increase. NB U.S. 101 would operate at LOS D from Seacliff to the Bates Road Interchange during the AM peak hour. SB traffic operations would degrade to LOS D or worse from Bailard Avenue to Seacliff exit during the PM peak hour and would continue to generate worse LOS conditions.

The following figure, Figure 2.1-7 shows 2015 Peak Hour Traffic Volumes for the NO BUILD and BUILD Alternatives.



Source: Fehr and Peers Traffic Analysis Report July 2008

Figure 2.1-7 2015 Traffic Peak Hour Volumes

The three lane to two lane capacity would not be able to accommodate the peak hour traffic demand of 3,245 vph in the northbound morning and 3,725 vph in the southbound evening. Based on the LOS analysis of six study ramps and five study intersections, and without considering traffic diversion, two intersections at the end of the most constrained part of the project limits would experience severe LOS degradation under NO BUILD conditions during the PM peak hour.

BUILD Conditions Year 2015

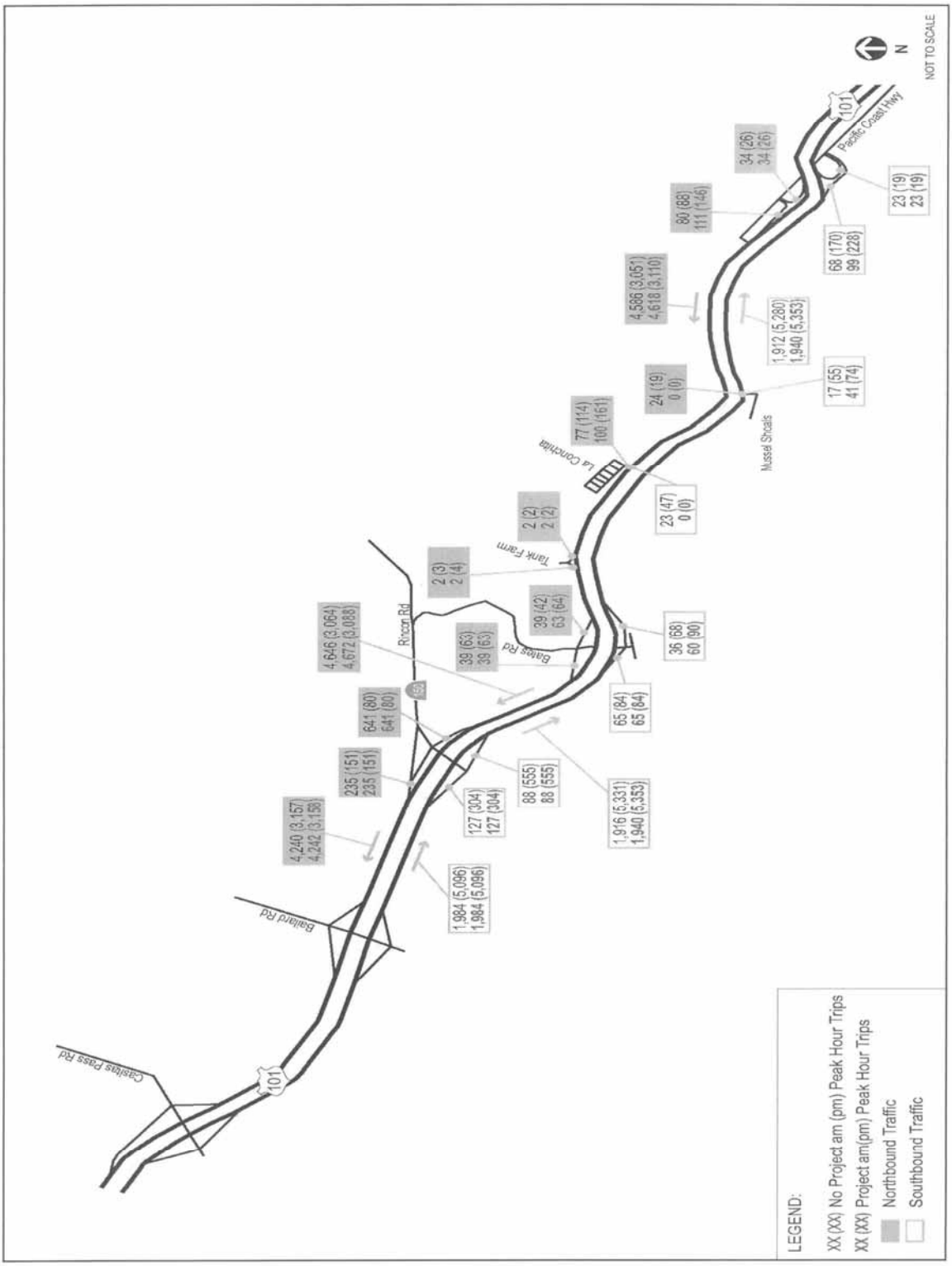
Under 2015 BUILD conditions, the U.S. 101 mainline LOS would improve relative to 2015 NO BUILD conditions, resulting in improved corridor travel time in the peak direction during peak hours. Entering and exiting U.S. 101 at the ramp and junctions addressed in this study would be easier since vehicle densities in the outer two mixed-flow lanes would be less than under 2015 NO BUILD conditions. The final project design would add acceleration and deceleration lanes at Mussel Shoals for vehicles to merge onto and exit the mainline. With the project improvements, Year 2015 traffic conditions on northbound U.S. 101 are projected to improve from LOS D to LOS C from Seacliff to the Bailard Avenue Interchange during the AM peak hour. Southbound, traffic operations would improve from LOS D to LOS C or better from Bailard Avenue to the Seacliff Interchange during the PM peak hour.

NO BUILD Conditions Year 2035

Under 2035 NO BUILD conditions, the mainline would remain at its current configuration. Therefore, the existing northbound congestion during the AM peak hour would continue to occur and likely worsen as volumes increase. Northbound U.S. 101 would operate at LOS F from Seacliff exit to the Bates Road Interchange and north of the SR-150 Interchange during the AM peak hour. Southbound, traffic operations would degrade to LOS E and F from Bailard Avenue to the Seacliff interchange during the PM peak hour and would continue to generate worse LOS conditions during the PM peak hour.

BUILD Conditions Year 2035

Under 2035 BUILD conditions, the U.S. 101 mainline LOS would improve relative to 2035 NO BUILD conditions, resulting in improved corridor travel time during peak hours. Entering and exiting U.S. 101 at the ramp and junctions addressed in this study would be easier since vehicle densities in the outer two mixed-flow lanes would be less than under 2035 NO BUILD conditions. The final Project design would add acceleration and deceleration lanes at Mussel Shoals for vehicles to merge onto and exit the mainline. The following figure, Figure 2.1-8 show 2035 Peak Hour Traffic Volumes for the NO BUILD and BUILD Alternatives.



Source: Fehr and Peers Traffic Analysis Report July 2008

Figure 2.1-8 Traffic Peak Hour Volumes – Year 2035

With the project improvements, year 2035 traffic conditions on U.S. 101 are projected to improve from LOS F to LOS D in the northbound direction during the AM peak hour from Seacliff exit to the Bailard Avenue Interchange. Southbound, traffic operations would improve from E and F to LOS D from Bailard Avenue to Seacliff exit during the PM peak hour.

Intersection/Ramp Operation

The study area experiences seasonal traffic fluctuations. Daily traffic volumes are generally higher during the summer months as compared to traffic volumes during the winter months. Traffic Flow charts are contained in Appendix B.

NO BUILD Conditions Year 2015

The following four study intersections are anticipated to operate at LOS D or worse during the AM and/or PM peak hour under 2015 NO BUILD conditions:

- *Mussel Shoals Access/U.S. 101* – The eastbound approach is projected to operate at LOS D during the AM peak hour and LOS F during the PM peak hour.
- *Santa Barbara Avenue/U.S. 101* – The westbound approach is projected to operate at LOS F during the AM peak hour and LOS D during the PM peak hour.
- *Tank Farm Access/U.S. 101* – The westbound approach is projected to operate at LOS F during the AM peak hour.
- *SR-150/U.S. 101 Southbound Ramps* – The southbound (off-ramp) approach is projected to operate at LOS F during the PM peak hour.

BUILD Conditions Year 2015

Under 2015 BUILD conditions, the following study intersection is anticipated to operate at similar LOS during the AM and/or PM peak hour relative to NO BUILD conditions:

- *SR-150/U.S. 101 Southbound Ramps* – Essentially unaffected by Project improvements, the southbound (off-ramp) approach is projected to operate at LOS F during the PM peak hour.

The following three study intersections are anticipated to operate at an improved LOS during the AM and/or PM peak hour as a result of BUILD conditions: Table 2.1-14 illustrates 2015 AM/PM peak hour intersection analysis.

- *Mussel Shoals Access/U.S. 101* – The eastbound approach is projected to improve from LOS D to LOS B during the AM peak hour. During the PM peak hour, the eastbound approach is projected to improve from LOS F to LOS D.

- *Santa Barbara Avenue/U.S. 101* – The westbound approach is projected to improve from LOS F to LOS D during the AM peak hour. During the PM peak hour, the westbound approach is projected to improve from LOS D to LOS C.
- *Tank Farm Access/U.S. 101* – The westbound approach is projected to improve from LOS F to LOS C during the AM peak hour.

Table 2.1-14 AM/PM Peak Hour Intersection Analysis - Year 2015

Intersection	Traffic Control	Time Period	NO BUILD		BUILD	
			Delay (sec/veh)	LOS[1]	Delay (sec/veh)	LOS[1]
1. US 101 Southbound Ramp/PCH (Seacliff)	Side-Street Stop	AM	9 (EB)	A	9 (EB)	A
		PM	9 (EB)	A	9 (EB)	A
2. US 101 Northbound Ramp/PCH (Seacliff)	Side-Street Stop	AM	9 (EB)	A	9 (EB)	A
		PM	9 (EB)	A	9 (EB)	A
3. Mussel Shoals Access/US 101	Side-Street Stop	AM	34 (EB)	D	12 (EB)	B
		PM	477 (EB)	F	31 (EB)	D
4. Santa Barbara Avenue/US 101	Side-Street Stop	AM	123 (WB)	F	29 (WB)	D
		PM	33 (WB)	D	16 (WB)	C
5. Tank Farms/US 101	Side-Street Stop	AM	52 (WB)	F	24 (WB)	C
		PM	24 (WB)	C	16 (WB)	C
6. Bates Road/US 101 Southbound Ramps	Side-Street Stop	AM	9 (SB)	A	9 (SB)	A
		PM	9 (SB)	A	9 (SB)	A
7. Bates Road/US 101 Northbound Ramps	Side-Street Stop	AM	9 (NB)	A	9 (NB)	A
		PM	9 (NB)	A	10 (NB)	A
8. SR-150/US 101 Southbound Ramps	Side-Street Stop	AM	13 (SB)	B	13 (SB)	B
		PM	80 (SB)	F	80 (SB)	F
9. SR-150/US 101 Northbound Ramps	Side-Street Stop	AM	12 (NB)	B	12 (NB)	B
		PM	13 (NB)	B	13 (NB)	B

Notes:
[1] Side-street stop intersection LOS is based on worst approach control delay per vehicle, according to *2000 Highway Capacity Manual.*
Shading denotes locations where LOS threshold is exceeded.

Source: Fehr and Peers Traffic Analysis Report July 2008

NO BUILD Conditions Year 2035

The following four study intersections are anticipated to operate at LOS D or worse during the AM and/or PM peak hour under Year 2035 NO BUILD conditions:

- *Mussel Shoals Access/U.S. 101* – The eastbound approach is projected to operate at LOS F during the AM and the PM peak hours.
- *Santa Barbara Avenue/U.S. 101* – The westbound approach is projected to operate at LOS F during the AM and the PM peak hours.
- *Tank Farm Access/U.S. 101* – The westbound approach is projected to operate at LOS F during the AM peak hour and LOS E during the PM peak hour.
- *SR-150/U.S. 101 Southbound Ramps* – The southbound (off-ramp) approach is projected to operate at LOS F during the PM peak hour.

BUILD Conditions Year 2035

- Under 2035 BUILD conditions, the following three study intersections are anticipated to operate at similar LOS during the AM and/or PM peak hour relative to NO BUILD conditions. While the LOS remains constant, the delay decreases substantially.
- *Mussel Shoals Access/U.S. 101* – As with 2035 NO BUILD conditions, the eastbound approach is projected to operate at LOS F during the PM peak hour.
- *Santa Barbara Avenue/U.S. 101* – As with 2035 NO BUILD conditions, the westbound approach is projected to operate at LOS F during the AM peak hour.
- *SR-150/U.S. 101 Southbound Ramps* – As with 2035 NO BUILD conditions, the southbound (off-ramp) approach is projected to operate at LOS F during the PM peak hour. There is no additional delay to vehicles at this location.

The following three study intersections are anticipated to operate at an improved LOS during the AM and/or PM peak hour as a result of BUILD conditions: Table 2.1-15 illustrates the AM/PM Peak Hour Intersection Analysis for year 2035.

- *Mussel Shoals Access/U.S. 101* – The eastbound approach is projected to improve from LOS F to LOS B during the AM peak hour.
- *Santa Barbara Avenue/U.S. 101* – The westbound approach is projected to improve from LOS F to LOS D during the PM peak hour.
- Tank Farm Access/U.S. 101 – The westbound approach is projected to improve from LOS F to LOS E during the AM peak hour. During the PM peak hour the westbound approach is projected to improve from LOS E to LOS C.

Table 2.1-15 AM/PM Peak Hour Intersection Analysis - Year 2035

Intersection	Traffic Control	Time Period	NO BUILD		BUILD	
			Delay (sec/veh)	LOS[1]	Delay (sec/veh)	LOS[1]
1. US 101 Southbound Ramp/PCH (Seacliff)	Side-Street Stop	AM	9 (EB)	A	9 (EB)	A
		PM	9 (EB)	A	10 (EB)	A
2. US 101 Northbound Ramp/PCH (Seacliff)	Side-Street Stop	AM	9 (EB)	A	9 (EB)	A
		PM	9 (EB)	A	9 (EB)	A
3. Mussel Shoals Access/US 101	Side-Street Stop	AM	99 (EB)	F	15 (EB)	B
		PM	> 1,000 (EB)	F	97 (EB)	F
4. Santa Barbara Avenue/US 101	Side-Street Stop	AM	> 1,000 (WB)	F	122 (WB)	F
		PM	130 (WB)	F	28 (WB)	D
5. Tank Farms/US 101	Side-Street Stop	AM	170 (WB)	F	47 (WB)	E
		PM	46 (WB)	E	23 (WB)	C
6. Bates Road/US 101 Southbound Ramps	Side-Street Stop	AM	9 (SB)	A	9 (SB)	A
		PM	9 (SB)	A	9 (SB)	A
7. Bates Road/US 101 Northbound Ramps	Side-Street Stop	AM	9 (NB)	A	10 (NB)	A
		PM	10 (NB)	A	10 (NB)	A
8. SR-150/US 101 Southbound Ramps	Side-Street Stop	AM	19 (SB)	C	19 (SB)	C
		PM	745 (SB)	F	745 (SB)	F
9. SR-150/US 101 Northbound Ramps	Side-Street Stop	AM	16 (NB)	C	16 (NB)	C
		PM	18 (NB)	C	18 (NB)	C

Notes:
[1] Side-street stop intersection LOS is based on worst approach control delay per vehicle, according to *2000 Highway Capacity Manual.*
Shading denotes locations where LOS threshold is exceeded.

Source Fehr and Peers Traffic Analysis Report July 2008

All study intersections were analyzed under Year 2035 conditions for each project scenario. Year 2035 intersection conditions were evaluated based on traffic volumes and lane configurations.

Traffic Signal Warrants

The peak hour traffic volume signal warrant was evaluated for each of the unsignalized ramp intersections that operate at LOS D or worse during the peak hours. According to

the 2003 Manual on Uniform Traffic Control Devices (MUTCD) criteria, none of the unsignalized intersections meet the peak hour traffic volume signal warrant.

Median Closures

The median openings for left turns at Mussel Shoals, La Conchita and Tank Farm allow motorists to cross two lanes of opposing traffic to turn left to exit or enter the highway which can be challenging. Closure of the medians would eliminate accidents caused by left turns through the medians. Lengthening of the acceleration and deceleration lanes would improve access for vehicles making right turns to exit and to enter the highway.

The BUILD Alternative would eliminate left turns into and out of Mussel Shoals and La Conchita and U-turns at Tank Farm by closing the median openings. Under NO BUILD conditions, left-turning vehicles are the major contributor to the overall approach delay; therefore, restricting left turns would reduce the average delay for an intersection approach. However, intersection approach delay does not account for additional travel time experienced by drivers who must reroute to the nearest interchange as a result of the median closures.

In future project scenarios, drivers using the median openings in existing conditions were assumed to reroute to the nearest interchange, reverse direction on U.S. 101, reverse direction on the U.S 101, and use the right-in right-out access. For example, a driver who used the median opening at La Conchita to make a southbound left turn would reroute to the U.S. 101/PCH (Seacliff) interchange, enter northbound U.S. 101 and turn right into La Conchita.

The resulting median closures, in certain cases, may generate additional travel time for drivers who reroute. In some cases, reroute travel time is expected to be less than the wait time to turn onto the freeway through the median opening under the NO BUILD conditions. No access impacts would occur to the City of Carpinteria or Rincon Point.

Tables 2.1-16 and 2.1-17 summarizes the additional travel time experienced by drivers required to reroute because of median closures compared to the delay they would incur under 2015 and 2035 NO BUILD conditions. Because of the heavy peak direction traffic volume on U.S. 101, the ability to turn left out of La Conchita and Mussel Shoals depends on the time of day. Under NO BUILD conditions, a left-turning driver at Mussel Shoals attempting to go NB on U.S. 101 is expected to experience much higher delay during the PM peak compared to the AM peak period. Under BUILD conditions, the additional travel time incurred traveling to Seacliff to reenter the NB U.S. 101 would be less than the time spent waiting to turn left under NO BUILD conditions during the PM

peak. This pattern would be reversed at La Conchita, where turning left onto SB U.S. 101 is most difficult during the AM peak hour and the travel time incurred to go to Bates Road to reenter the SB U.S. 101 would be less than the wait time.

No changes in LOS are expected to occur at the PCH or Bates Road ramp intersections because of the additional rerouted vehicles.

While motorists that must reroute as a result of the median closures, would experience an increase in travel time, they would also experience a decrease in travel time over 2015 NO BUILD conditions as a result of the improvements to mainline LOS.

Table 2.1-16 describes the increase/decrease in travel time as a direct result of the median closures. It also considers just the reroute distance due to the closures and not the other components of the project (on the US 101 mainline) used by vehicles entering/exiting Mussel Shoals and La Conchita.

Table 2.1-16 Travel Time Changes From Median Closures – Reroute only

Potentially Restricted Movement		Reroute Distance (miles)	AM(PM) Peak Hour Volume	NO BUILD Time/Veh (min)		BUILD Time/Veh (min)		Change in Travel Time Time/Veh (min)	
				AM	PM	AM	PM	AM	PM
Mussel Shoals	EB Left	3.1	11(9)	1	16	3	4	+2	-12
	NB Left	5.4	6(5)	-	1	5	5	+5	+4
La Conchita	WB Left	4.3	7(6)	6	1	5	4	-1	+3
	SB Left	4.3	9(27)	1	-	4	4	+3	+4

Notes:
Reroute speeds: LOS A, B & C = 65 mph, LOS D = 50 mph & LOS E, F = 35 mph
Travel time rounded to the nearest minute

Source Fehr and Peers Traffic Analysis Report July 2008

Table 2.1.17 on the next page, quantifies the increase/decrease in travel time experienced by the drivers with the entire proposed project. This travel time takes into account increased travel speeds on the mainline because of improvements in LOS as a result of the increased mainline capacity.

Table 2.1-17 Travel Time Changes From Median Closures – Build

Potentially Restricted Movement		NO BUILD Time/Veh (min)		BUILD Time/Veh (min)		Change Time/Veh (min)	
		AM	PM	AM	PM	AM	PM
Mussel Shoals	Eastbound Left	5	20	7	8	+2	-12
	Northbound Left	2	3	7	7	+5	+4
La Conchita	Westbound Left	9	4	7	7	-2	+3
	Southbound Left	5	4	8	8	+3	+4

Notes:
Reroute speeds: LOS A, B & C = 65 mph, LOS D = 50 mph & LOS E, F = 35 mph
Travel time rounded to the nearest minute

Source Fehr and Peers Traffic Analysis Report July 2008

While median closures impact the ability to make U-turns at Tank Farm, as allowed under existing conditions, it is not possible to quantify "reroute delay" due to the nature of movement. Vehicles making U-turns at this location may do so for a number of reasons, and assumptions regarding the intent, origin, or destination would be speculative. Therefore, no reroute delay is reported for drivers impacted by the median closure at Tank Farms. Additionally, 2015 NO BUILD intersection peak hour volumes in Appendix B illustrates that the number of vehicles projected for this maneuver in 2015 is relatively small, and the impact to these trips is negligible compared to the overall benefit of the project.

Table 2.1-18
Year 2035 travel Time Changes with & without median closures (Reroute)

Potentially Restricted Movement		Detour Distance (miles)	NO BUILD Time/Veh (min)		BUILD Time/Veh (min)		Change in Travel Time Time/Veh (min)	
			AM	PM	AM	PM	AM	PM
Mussel Shoals	Eastbound Left	3.1	2	80	4	5	+2	-75
	Northbound Left	5.4	-	9	7	5	+7	-4
La Conchita	Westbound Left	4.3	36	8	7	5	-29	-3
	Southbound Left	4.3	5	1	5	4	0	+3

Notes:
Reroute speeds: LOS A, B & C = 65 mph, LOS D = 50 mph & LOS E, F = 35 mph
Travel time rounded to the nearest minute

Fehr and Peers Traffic Analysis Report July 2008

Table 2.1-18 summarizes the additional travel time experienced by drivers who reroute because of median closures compared to the delay they would incur under 2035 NO BUILD conditions. Because of the heavy peak direction flows on U.S. 101, the ability to turn left out of La Conchita and Mussel Shoals depends on the time of day. Under NO

BUILD conditions, a left-turning driver at Mussel Shoals attempting to go northbound on U.S. 101 is expected to experience much higher delay during the PM peak compared to the AM peak period. Under Build conditions, the additional travel time incurred during the reroute would be less than the time spent waiting to turn left under No Build conditions during the PM peak. This pattern would be reversed at La Conchita, where turning left onto southbound U.S. 101 is most difficult during the AM peak hour and the reroute delay would be less than the wait time.

The results in Table 2.1-18 indicate that in 2035, the BUILD alternative has a greater benefit for vehicles than in 2015, as conditions on the mainline worsen over time. The locations that experience a decrease/no change in travel time as a result of the BUILD alternative are the following:

- Mussel Shoals eastbound and northbound left – PM Peak hour
- La Conchita westbound and southbound left – AM Peak Hour
- La Conchita westbound left – AM Peak Hour

While median closures impact the ability to make U-turns at Tank Farm, as allowed under existing conditions, it is not possible to quantify "Reroute delay" due to the nature of movement. Vehicles making U-turns at this location may do so for a number of reasons, and assumptions regarding the intent, origin, or destination would be speculative. Therefore, no detour delay is reported for drivers impacted by the median closure at Tank Farms. Additionally, Appendix B illustrates that the number of vehicles projected for this maneuver in 2035 is relatively small, and the impact to these trips is negligible compared to the overall benefit of the project.

Table 2.1-19
Year 2035 travel Time Changes with & without median closures (BUILD)

Potentially Restricted Movement		NO BUILD Time/Veh (min)		BUILD Time/Veh (min)		Change in Travel Time Time/Veh (min)	
		AM	PM	AM	PM	AM	PM
Mussel Shoals	Eastbound Left	9	84	9	9	0	-75
	Northbound Left	3	10	8	7	+5	-3
La Conchita	Westbound Left	40	10	10	7	-30	-3
	Southbound Left	11	5	10	8	-1	+3

Notes:
Reroute speeds: LOS A, B & C = 65mph, LOS D = 50 mph & LOS E, F = 35mph
Travel time rounded to the nearest minute

Fehr and Peers Traffic Analysis Report July 2008

Table 2.1-19 considers the full extent of the BUILD alternative and the effect that this has on vehicle travel time to/from Mussel Shoals and La Conchita. As shown in the table, the benefits to vehicular travel are greater when considering the BUILD alternative as opposed to only the reroute distance. This travel time takes into account increased travel speeds on the mainline because of improvements in LOS as a result of the increased mainline capacity.

- Mussel Shoals northbound left – AM Peak Hour
- La Conchita southbound left – PM Peak Hour

All other movements benefit from the median closures.

Some of the NO BUILD numbers presented in Tables 2.1-18 and 2.1-19 are large as they represent delay due to the pure projected demand. It should be noted that with the NO BUILD, movements such as the eastbound left from Mussel Shoals (through the median opening) would be unlikely to occur in 2035 because of the delay incurred. Drivers would most likely reroute in the same way as the BUILD alternative would cause them to do.

TRAFFIC IMPACTS

NO BUILD Alternative

Under the NO BUILD alternative, existing conditions would remain and no impacts to access, circulation, or parking would occur. However, existing congestion along U.S. 101 would not be alleviated, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the NO BUILD alternative.

BUILD Alternatives

The proposed project would not eliminate or restrict automobile or pedestrian access to stores, public services, schools, or other facilities within the study area. The proposed project is designed to alleviate congestion along U.S. 101 through the inclusion of additional HOV lanes, and would not increase or decrease traffic on local streets.

As outlined above, no temporary or long-term impacts to emergency services are anticipated as a result of the proposed project. Although median crossings would be closed at Mussel Shoals, La Conchita and Tank Farm and an emergency access gates will not be provided, all other access routes used by emergency vehicles to communities within the study area would not be affected by the proposed project. Additionally, reduction of congestion and improvements to travel times along U.S. 101 would likely

improve emergency access and response times within the region and is considered to represent an incrementally positive impact of the proposed project.

In summary, compared to the NO BUILD Alternative, BUILD Alternatives would have an overall beneficial impact on traffic operations for this critical arterial to function as a major highway and for the regional system. The BUILD Alternatives would substantially improve the LOS and reduce congestion in the AM and PM peak periods. In addition to the U.S. 101, the LOS would be improved at key intersections and ramps at Mussel Shoals, Santa Barbara Ave. in La Conchita, and Tank Farm in the AM and PM peak periods with BUILD Alternative, compared to the NO BUILD Alternative. The BUILD Alternatives would also reduce traffic weaving on the mainline. Closing the median openings under the BUILD Alternatives would confer the benefit of inhibiting drivers from making unsafe maneuvers resulting from frustration with long wait times. Such maneuvers have the potential to disrupt the flow of traffic on the mainline or cause accidents.

Construction/Temporary Impacts

Motorists traveling within the project area would experience some inconvenience from traffic obstruction. Since there would be no closures of Mussel Shoals access, La Conchita access, Tank Farm, or any of the other ramps along the corridor, there would be no obstruction of access to the communities of Mussel Shoals, La Conchita residents, employees and patrons. However, residents, business owners, and school attendees in this immediate vicinity would experience temporary traffic congestion at times due to lane closures along the highway.

BIKEWAY IMPACTS

NO BUILD Alternative

Under the NO BUILD alternative, the existing bikeway would not change and no impacts would occur.

BUILD Alternatives

The BUILD Alternative would improve the bikeway with a separated 8-foot wide 2 directional Class I bikeway with 2-foot shoulders from the Mobil Pier Undercrossing to the Bates Road off-ramp. See Appendix K.For Bikeway Option B there were two design va0-+

riations, north and south of Santa Barbara Avenue in the community of La Conchita; however, these options intersect the bikeway with the PUC and the North Option would require cross Santa Barbara Avenue to connect onto the proposed bikeway. Due to right-of-way constraints and the Public Utility Comission requirement for a ten foot buffer

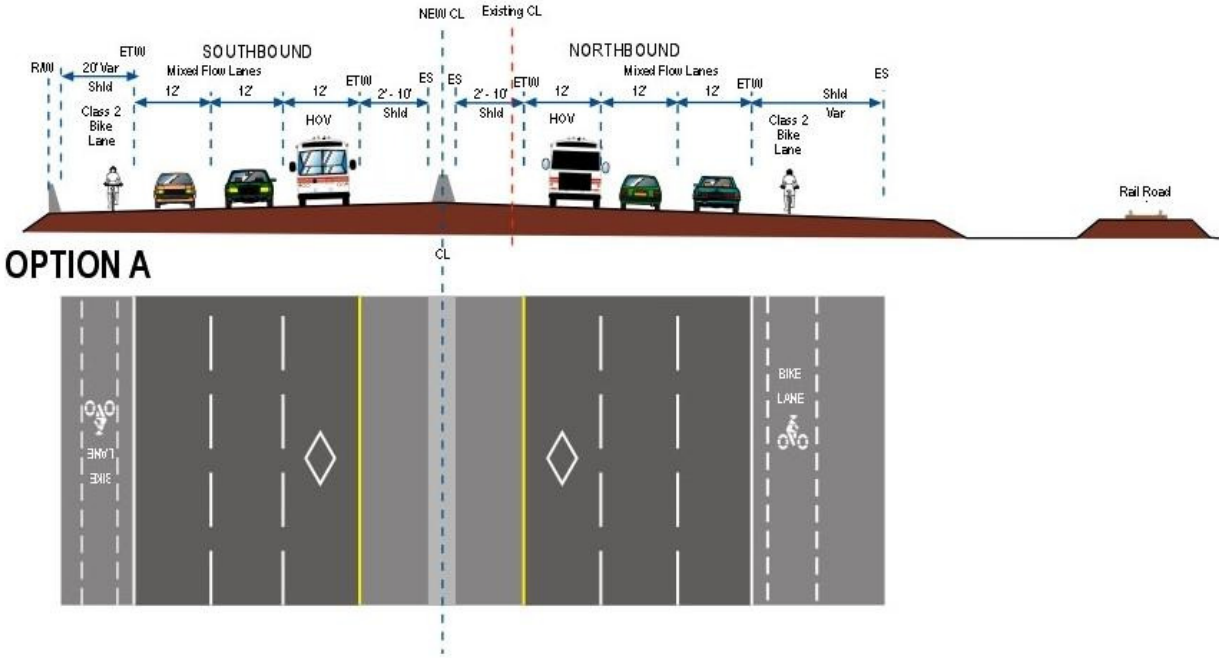
from the railroad right of way to the edge of the a proposed cross walk/bicycle crossing, this is not feasible, Consequently, cyclists would have to turn down Santa Barbara Avenue, cross the railroad tracks, U-turn up Santa Barbara Avenue crossing the railroad tracks again to connect onto the proposed bikeway. Although this option poses problems for cyclists, residents of La Conchita prefer this option to maintain vigilance of the PUC. Figure 2.1-9 illustrates the North Option.

Figure 2.1-9 North Option Bikeway

Figure 2.1-10 South Option Bikeway

The South Option would not require cyclists to cross the railroad tracks to continue on the proposed bikeway. However, cyclists would need to yield or stop for vehicle traffic on Santa Barbara Avenue and would have to cross over the intersection to the proposed bikeway. The proposed bikeway and PUC would have safety features designed to prevent accidents between cyclists and pedestrians. For example, the entryway of the PUC would be designed to allow for greater sight distance for both users. Appropriate signage would be used to alert cyclists and pedestrians to avoid conflicts.

The creation of a separated bikeway poses maintenance issues for Caltrans large street sweepers which cannot be used to clean the proposed bikeway. In addition, lane closures would be required for maintenance crews to access the area creating yet another safety issue. Although the barrier would keep cyclists safe from approaching vehicles, infrequent bikeway maintenance would also be unsafe for cyclists. A mechanical sweeper that fits inside the bikeway would clean it safely and routinely without lane closures. The proposed design would either keep the existing SB bikeway or create a wider outside shoulder that would allow cyclists to travel SB from Bates Road Interchange to the southern project limits. Figure 2.1-11 and 21.1-12 illustrates the proposed Option A and Option B bikeway cross sections.



OPTION A

Figure 2.1-11 Proposed Bikeway Option A

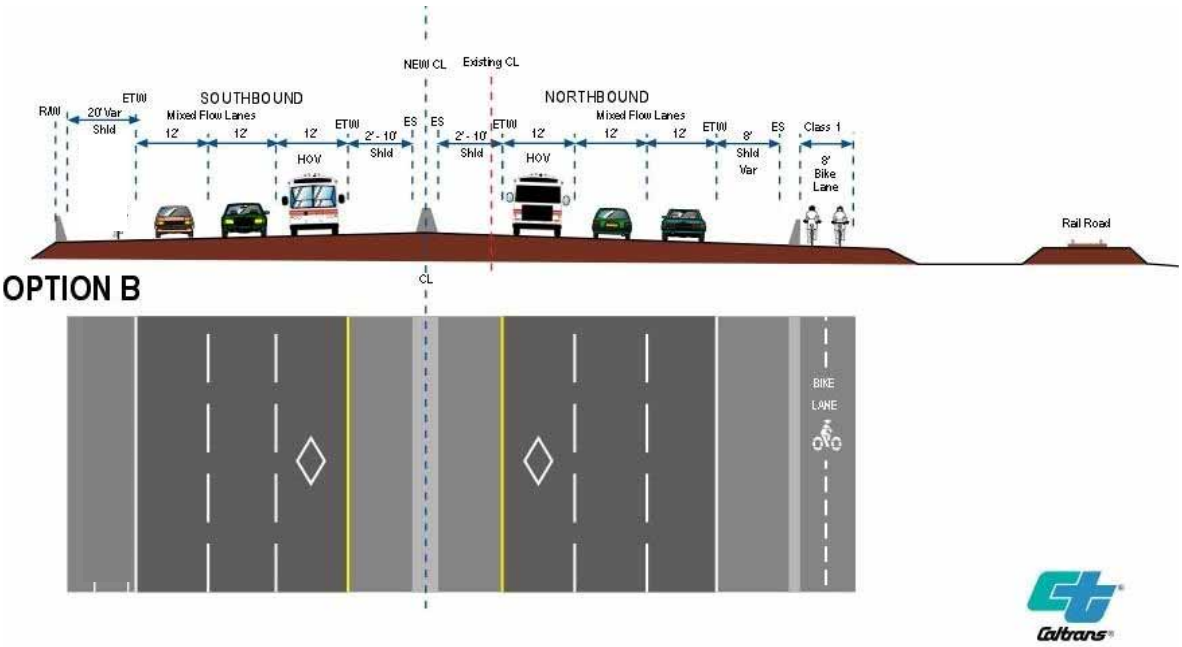


Figure 2.1-12 Proposed Bikeway Option B

NO BUILD Alternative

Under the NO BUILD Alternative, existing emergency shoulder and Cliff House Inn parking spaces would not change and no impacts would occur.

MINIMUM BUILD Alternative

Under MINIMUM BUILD Alternative existing freeway emergency parking and Old Pacific Coast Highway parking spaces would not change and no impacts would occur.

FULL BUILD Alternative

The FULL BUILD Alternative would result in an estimated permanent loss of approximately half of the parking on Old Pacific Coast Highway. Parking for the Cliff House Inn and Shoals Restaurant in Mussel Shoals is currently provided in front of the facility. An approximate total of 33 parking spaces are located on Old Pacific Coast Highway, a public street. The Cliff House Inn has more than half of its parking lot located in front of the hotel for its patrons. The reduction in adjacent on-street parking spaces is not anticipated to appreciably impact the business operation because adequate on-street parking along Old Pacific Coast Highway would remain available. The mitigation measures for the loss of on-street public parking that is owned by Ventura County are not warranted. Existing emergency freeway parking would not be impacted.

PUBLIC TRANSPORTATION

NO BUILD Alternative

Under the "NO BUILD" alternative, existing conditions would remain and no impacts to public transportation would occur. However, existing congestion along U.S. 101 would not be addressed, projected growth in the area would not be accommodated, and safety would not be improved along the roadway with implementation of the "NO BUILD" alternative.

BUILD Alternatives

The BUILD Alternatives would not affect existing transit services within the region. Should temporary transit impacts during construction activities be deemed unavoidable, coordination with respective transit agencies would occur in advance to limit such impacts. No regional or community-level impacts are anticipated.

Avoidance, Minimization and/or Mitigation Measures

Construction Transportation Management Plan

A traffic management plan would be developed for this project. Construction is expected to begin in 2011 and end in 2015. The project involves the construction of an HOV lane NB and SB on the VEN/SB U.S. 101.

The following measures are recommended to address potential traffic impacts and facilitate traffic flows during project construction:

- *Temporary Traffic Controls* – Temporary traffic controls, signing, barriers, and flag men should be employed as necessary and appropriate for the efficient movement of traffic (in accordance with standard traffic engineering practices) to facilitate construction of the project improvements while maintaining traffic flows and minimizing disruption to traffic.
- *Street, Ramp Closures and Bikeways (General)* – Construction activities should be staged in such a manner to minimize the need for street, ramp and/or bikeway closures. To the extent possible, such closures (when required) should be made off-peak and/or overnight. In advance of and during closure periods, appropriate temporary signage (in accordance with Caltrans guidelines) should be used to warn motorists and cyclists of the closure and direct them to alternative routes. Details will be developed as needed during lane closures.

Adequate public notice and posted announcements would be required to alert motorists of different construction stages and lane closures. During the early and final stages of construction, the placement and removal of concrete barriers may cause traffic delays.

The actual number of stages needed and details for the TMP would be developed during final design of the project. Existing lanes would be kept open to traffic during construction and efforts would be made to keep at least two lanes open during peak hours.

Bikeway

- Purchase compact suction street sweeper to reduce hazards for the Caltrans maintenance crews, cyclists and avoid lane closures for routine maintenance.
- Drainage grates, curbs, and other items hazardous to cyclists would not be placed within the shared shoulder.
- Installation of bicycle signs designating the path (R81), (W11-1), (S17 (CA) W11-1) and appropriate advisory signs to alert motorists of the potential for cyclists to travel along the roadway, especially if cyclists are expected to cross exiting/entering ramp traffic.
- Design consideration should be given to items that would affect efficient bicycle travel and safety, such as expansion joints and bridge railing heights.
- Yellow lines would be used to delineate the 2-directional bikeway and directional pavement markings would be placed every 500 feet.

During construction of either BUILD Alternative, measures should be taken to avoid impacts to cyclists. Space should be made available for use during construction and construction time should be limited to minimize potential route closures.

Parking

The property owner would be compensated for any loss of private parking.

Signage

Appropriate signage regarding the new route to access the communities of La Conchita and Mussel Shoals would be provided.

2.1.11 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* and culturally pleasing surroundings [42 United States Code 4331(b)(2)]. To further emphasize this point, the Federal Highway Administration in its implementation of the National Environmental Policy Act [23 United States Code 109(h)] directs that final decisions regarding projects are to be made in the best overall

public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic, and historic environmental qualities." [California Public Resources Code Section 21001(b)].

Affected Environment

This segment of U.S. 101 within the project limits is a major north-south transportation corridor, it is located adjacent to the Pacific Ocean. It travels through the communities of Mussel Shoals, La Conchita, and Rincon Point in Ventura County before entering Santa Barbara County at the Bates Road Interchange and continues on through the City of Carpinteria. The U.S. 101 through Ventura and Santa Barbara County is considered eligible for state scenic highway designation[3].

The natural visual resources within the project segment of U.S. 101 consist of the Pacific Ocean, coastal bluffs, hillsides, relatively varied topography, exposed geological formations, and mostly ruderal and landscaping vegetation. High quality views of resources are available from public locations along U.S. 101, nearby beaches, and communities.

Primary views in the region include dramatic views of coastal bluffs and hillsides to the northeast of U.S. 101 and Pacific Ocean views to the southwest of U.S. 101. Throughout the stretch of U.S. 101 within the proposed project limits, there are a few residential communities located on both sides of the highway including Mussel Shoals, La Conchita, and Rincon Point, which are small residential enclaves along the highway and the City of Carpinteria. Other developments along the coast include public campgrounds/open space uses, oil and gas support facilities, and some commercial, industrial, and agricultural uses in Carpinteria. The overall character of the region is relatively rural and agricultural.

Methodology

To provide a clear description of the existing visual setting and to define anticipated impacts, the project area was divided into two landscape units. A landscape unit is a portion of the regional landscape, and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

[3] The status of a scenic highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway.

Landscape units are areas of distinct, but not necessarily homogenous, visual character that offer similar kinds of views toward the proposed project and/or within which there would likely be similar concerns about landscape issues. These landscape units provide the framework for analyzing the impacts of the alternatives and developing appropriate mitigation measures.

The primary landscape units and associated landscape types for the proposed project are:

- U.S. 101 – Northern Portion Landscape Unit primarily Santa Barbara County
- U.S. 101 – Southern Portion Landscape Unit primarily Ventura County

Identify Visual Character – Visual character is descriptive and non-evaluative, which means it is based on defined attributes that are neither good nor bad in and of themselves. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and resistance to a project that would contrast that character, then changes in the visual character can be evaluated.

Assess Visual Quality – Visual quality is evaluated by identifying the vividness, intactness, and unity present in the viewshed. The FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating each adverse impact that may occur as a result of a project. The three criteria for evaluating visual quality can be defined as follows:

- **Vividness** is the visual power or 'memorability' of landscape components as they combine in distinctive visual patterns.
- **Intactness** is the visual integrity of the natural and man-built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.
- **Unity** is the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual man-made components in the landscape.

Methods of Predicting Viewer Response

Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a highway project.

Viewer sensitivity is defined both as the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. Even when the existing appearance of a project site is uninspiring, a community may still object to projects that fall short of its visual goals. Analysts can learn about these special resources and community aspirations for visual quality through citizen participation procedures, as well as from local publications and planning documents.

Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of their view, speed at which the viewer moves, and position of the viewer. High viewer exposure heightens the importance of early consideration of design, art, and architecture and their roles in managing the visual resource impacts of a project.

Existing Visual Resources and Viewer Response

A description of each landscape unit is provided below. To support the descriptions within each landscape area, one or more simulation viewpoints were selected to capture views typical of those in the viewing area. Typical viewpoints are important because they provide a basis for evaluating the proposed project's visual impacts of greatest concern. In selecting these viewpoints, emphasis was placed on views from publicly accessible locations by the largest numbers of sensitive viewers.

A viewshed is a subset of a landscape unit and is comprised of all the surface areas visible from an observer's viewpoint. The limits of a viewshed are defined as the visual limits of the views located from the proposed project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features.

Potential viewsheds extend out into the surrounding area. But from many areas in the flat urban landscape, views toward the proposed project and structures are substantially screened by intervening structures and, in some cases, vegetation. The viewsheds for this project include locations within the two landscape units where viewers are likely to be

affected by visual changes brought about by the project features. For the purposes of this analysis, viewsheds are the areas defined by the communities within the landscape units.

U.S. 101 Northern Portion Landscape Unit

This landscape unit encompasses the Santa Barbara County portion of the project and begins near the Casitas Pass Road off-ramp, and extends to the Bates Road off-ramp, a transition area where the coastal rolling hillsides to the northeast become steeper. Most views in this landscape unit consist of the Pacific Ocean in the foreground, rolling hillsides (south of roadway), roadway in the middleground, rolling hillsides (north of roadway) and further north, the Santa Ynez Mountains in the background. On both sides of the roadway, there are commercial, industrial, agricultural, and residential developments located on the rolling hillsides.

The overall character of this landscape unit can be characterized as more urban than the southern landscape unit due to greater development along the highway, particularly in the City of Carpinteria. However, existing development does not encroach on the existing natural viewsheds of the landscape unit. The vegetation along the highway obscures the buildings and structures closest to the highway. Because of the urban development and varied topography of this landscape unit, it can be characterized as lacking in continuity, but having great diversity. Finally, the roadway within this landscape unit is further away from the Pacific Ocean and offers more distant views of natural resources.

U.S. 101 Southern Portion Landscape Unit

This landscape unit encompasses Ventura County and begins near the Bates Road Interchange and closely follows the Pacific Ocean coastline until the terminus west of the Mobil Pier Undercrossing. Most views in this landscape unit consist of Pacific Ocean views in the foreground, beaches and roadway in the middleground, and views of coastal bluffs in the background. Much of the bluffs contain largely undeveloped coastal scrub and ranch grasslands, with some agricultural uses. To the southwest of the roadway is the Pacific Ocean with some open space and recreational areas located off the highway between the ocean and the roadway. Residential communities visible along the highway include Mussel Shoals, La Conchita, and Rincon Point. Views beyond the coastal bluffs to the northeast are not visible to viewers on the road or from the residential communities.

The overall character of this landscape unit can be characterized as rural and relatively undeveloped, with limited residential communities. The natural setting presents open and dramatic views of the coastal bluffs and the ocean that continue throughout the unit. Drivers on the road are able to view the surrounding natural resources closely,

particularly the coastal cliffs and the ocean since they border the roadway. Additionally, because the highway follows the coastline so closely, drivers may have the sense of traveling along the edge of the ocean.

Carpinteria

The City of Carpinteria is located in the southeastern corner of Santa Barbara County. The portion of Carpinteria adjacent to the proposed project extends from the eastern city limits to the Casitas Pass Road off-ramp and is more developed than the remainder of the proposed project area.

There is a wide range of land uses on both sides of U.S. 101 including industrial, commercial, agricultural uses, as well as open space and views vary depending on the location. Within the project limits, there is a residential area along the northbound side of U.S. 101, east and west of Bailard Avenue. A number of residences have limited views of the Pacific Ocean and coastal bluffs, and views from the roadway include limited ocean views, rolling hills, and the Santa Ynez Mountains in the distance. Along most of U.S. 101 within the southern area of Carpinteria, views of U.S. 101 are partially or fully obstructed by mature landscaping. Exceptions include residents north and south of Bailard Avenue, the Rancho Granada Mobile Home Park, and the Tee Time driving range along Carpinteria Avenue.

Rincon Point

Rincon Point is located next to the Pacific Ocean and is a small private beach community located near the U.S. 101 and Bates Road Interchange. The community consists of a small number of larger single-family residences with the majority facing the Pacific Ocean. To the northeast of the community, mature vegetation and trees impede views of U.S. 101. Views consist of unobstructed and partial ocean views and views of mature vegetation, as well as longer views of the coastal bluffs and distant and limited views of U.S. 101.

La Conchita

The community of La Conchita is located in the western portion of Ventura County along U.S. 101, southeast of the Santa Barbara County line, approximately five miles southeast of the City of Carpinteria. La Conchita is situated between a steep, unstable hillside on the northeast side of U.S. 101, at the base of Rincon Mountain. The small community consists of mostly single-family residences, and a gas station/general store with a population of just over 300 people. A number of residences have unobstructed views of the Pacific Ocean across the Ventura County Railroad and U.S. 101. To the northwest,

the 2,162-foot tall Rincon Mountain rises sharply and residents can only view the hillside and nothing beyond Rincon Mountain.

Mussel Shoals

The community of Mussel Shoals is located immediately adjacent to the Pacific Ocean and is southwest of U.S. 101 off Old Pacific Coast Highway. The small community is mostly residential but does have some commercial uses (Cliff House Inn). Other features at Mussel Shoals include the Mussel Shoals Oil Piers and man-made Rincon Island, which is approximately a half-mile offshore. The residents and visitors of Mussel Shoals have relatively unobstructed views of the Pacific Ocean to the southwest and hillsides (on the northeast side of the U.S. 101). The residences and hotel are all oriented towards the ocean and therefore residents and visitors do not typically face the coastal hillsides to the northeast except when they exit the community.

Existing Visual Quality

U.S. 101 Northern Portion Landscape Unit

The visual quality of this landscape unit can be described as having moderate-low vividness and moderate intactness. The lack of the high coastal cliff views within the landscape unit decreases the vividness of the visual quality. However, the intactness of the unit remains moderate, as along this stretch of the project segment the man-made elements (residential communities and highway) do not encroach on the existing natural setting. Finally, the landscape unit also shows high unity in its visual quality since the man-made elements (highway and residential communities) within this unit do not disrupt the continuity of the existing natural lines and landforms.

U.S. 101 Southern Portion Landscape Unit

The visual quality of this landscape unit can be described as having moderate to high vividness and moderate intactness with the dramatic backdrop of the coastal cliffs and the unobtrusive nature of communities nestled in coastal plateaus and U.S. 101 built along the coastline without encroaching on the visual character of the landscape unit. Additionally, the landscape unit shows high unity in its visual quality since the man-made elements (highway and residential communities) within this unit do not disrupt the continuity of the existing natural lines and landforms.

Existing Viewer Sensitivity

The proposed project is located along the central coast of California. This portion of the California coastline is known for its natural beauty and relatively undisturbed coastal resources. The potential viewers of the project area include residents of communities along U.S. 101, visitors/tourists of local communities, employees, and drivers and

cyclists on U.S. 101 through the project segment. Viewer sensitivity for residents and tourists/visitors to the potential changes to the visual character and quality of the project segment would be high due to the existing visual resources. The residents and visitors/tourists of the area value the existing visual setting and would likely be very sensitive to any visual disturbance. Drivers and cyclists on the other hand would probably have lower viewer sensitivity to changes to the existing visual setting. While cyclists would also need to focus on the road, they are more likely to be cycling for recreational reasons rather than for commuting reasons. Therefore, viewer sensitivity for cyclists would be higher than drivers/commuters. Overall, residential viewers have higher viewer sensitivity than cyclists and drivers/commuters.

The communities located along the project segment have developed general, community, and local coastal plans that contain goals, policies, and implementation measures. Because of the high level of public scrutiny that development policies and projects receive within the study area, the policies contained in the general, community, and local coastal plans for the study area reflect residents' values and their expectations regarding the level of protection local governments will provide for their visual environment.

Existing Viewer Groups, Viewer Exposure, and Viewer Awareness

Drivers along U.S. 101 within the project segment would be able to view the coastal setting on both sides of the highway through lateral vision. However, due to the high speed at which cars travel on the highway, the drivers' focus is usually along the line of travel rather than the peripheral views. Since cars may be traveling at high speeds on U.S. 101, drivers and passengers along the highway would have moderate exposure and awareness of the project segment. Drivers' concerns about the project impacts on their views would be moderate in the U.S. 101 Northern Portion Landscape Unit and moderate to moderately high in the U.S. 101 Southern Portion Landscape Unit because of differences in visual character and quality.

Cyclists along U.S. 101 within the project segment would also be able to view the coastal setting on both sides of the highway through lateral vision. Cyclists would have moderate to moderately high exposure and awareness of the project segment and moderate to moderately high concerns for the impacts on their views resulting from the project.

Community Residents

Carpinteria

A portion of the City of Carpinteria is located within the project segment. The residential developments are located next to the NB side of the highway at a higher elevation than

the SB side of the highway. The residents have background views of the Santa Ynez Mountains to the north; middleground views of the highway; vegetation along the roadway, hills, and other residential development; and foreground partial views of the Pacific Ocean. The surrounding views of the communities within Carpinteria are much more diversified. Residents of Carpinteria would also value the existing visual resources. The residents of Carpinteria would have high exposure and awareness of the project viewsheds, as well as high concern for impacts on their views resulting from the project. The city has limited views of U.S. 101.

Rincon Point

Rincon Point consists of single-family homes facing the southwest towards the Pacific Ocean. The backdrop of the dramatic coastal bluffs to the northeast of U.S. 101 can be viewed while exiting the community or when residents face northeast from their location. Because the community of Rincon Point is located in a relatively isolated point along U.S. 101, it is presumed that its residents value the existing visual resources greatly. The residents would have high exposure and awareness of the project viewsheds, as well as high concern for the impacts on their views resulting from the project. The community has limited views of U.S.101.

La Conchita

The single-family residences in the community of La Conchita are primarily oriented towards the Pacific Ocean. Because the community of La Conchita is located in a relatively isolated point along U.S. 101, it is presumed that its residents value the existing visual resources highly. The residents of La Conchita would have high exposure and awareness of the project viewsheds, as well as high concern for the impacts on their views resulting from the project. The community has direct views of U.S. 101.

Mussel Shoals

The single-family homes and Cliff House Inn in Mussel Shoals are primarily designed to allow residents and visitors to enjoy the views of the Pacific Ocean, facing mainly southwest. The backdrop of the coastal bluffs to the northeast of U.S. 101 can be viewed while exiting the community or when visitors/residents face northeast from their location. It is assumed that both residents and visitors place considerable value on the existing visual resources and views within the community. The residents of and visitors to Mussel Shoals have a relatively high exposure to and awareness of project viewsheds, as well as potential impacts resulting from the proposed project. The community has partial views of the U.S. 101.

Industrial and Commercial Development – Employees

The employees of industrial and commercial development off U.S. 101 on both sides of the roadway have views of the highway, hillsides, and Pacific Ocean. Employees in Carpinteria may not value the existing visual quality as highly as residents in the communities mentioned above; however, employees who work mostly outdoors or whose offices look out over the mountains or ocean beyond would likely place higher value on existing visual resources. Therefore, it is presumed they would have moderate to moderately high exposure and awareness of the project viewsheds, as well as moderately high concern for impacts on their views resulting from the project.

Environmental Consequences

Method of Assessing Project Impacts

The visual impacts of the project alternatives were determined by assessing the visual resource changes that would occur as a result of the project and predicting viewer response to the changes. Visual simulations were used to illustrate proposed project features. Final design of the proposed features would be determined through consultation with communities in the design phase of the project and would also be subject to feasibility.

Visual resource change is the sum of the change in visual character and change in visual quality. The first step in determining visual resource change is to assess the compatibility of the proposed project with the visual character of the existing landscape. The second step is to compare the visual quality of the existing resources with projected visual quality after the project is constructed.

The viewer response to project changes is the sum of viewer exposure and viewer sensitivity to the project as determined in the preceding section. The resulting level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to oppose the change.

Definition of Visual Impact Levels

Low - Minor adverse change to the existing visual resource, with low viewer response to change in the visual environment. May or may not require mitigation.

Moderate - Moderate adverse change to the visual resource with moderate viewer response. Impact can be mitigated within five years using conventional practices.

Moderately High - Moderate adverse visual resource change with high viewer response or high adverse visual resource change with moderate viewer response. Extraordinary mitigation practices may be required. Landscape treatment required would generally take longer than five years to mitigate.

High - A high level of adverse change to the resource or a high level of viewer response to visual change such that architectural design and landscape treatment cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

Analysis of Key Views

Because it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select a number of key viewpoints that would most clearly display the visual impacts of the project. Key views also represent the primary viewer groups that would potentially be affected by the project. The following locations are depicted as key views:

- U.S. 101 and Bailard Avenue
- Via Real, City of Carpinteria
- U.S. 101 Northbound approaching Bates Road
- U.S. 101 Northbound near Tank Farm
- U.S. 101 Southbound near La Conchita,
- U.S. 101 Southbound approaching Mussel Shoals

There are also associated key views and conceptual project features. For each key view analyzed, only the project features potentially visible from the key views are described and evaluated.

Figure 2.1-13 Existing NB View at Bailard Ave.

Figure 2.1-14 Simulation NB View at Bailard Ave. with HOV Lane

U.S. 101 and Bailard Avenue

At this location, the key view simulations illustrate the changes in the visual environment as a result of the additional High Occupancy Vehicle (HOV) lanes in both directions of U.S. 101 and replacement of the metal beam guardrail with concrete barriers. Figure 2.1-13 depicts the existing northbound view of U.S. 101 from Bailard Avenue. Figure 2.1-14 is a simulation of the same view with the proposed HOV lanes, median landscape, and concrete barriers.

Change to Visual Quality/Character

With the existing visual resources of mountains and ocean further out in the distance at this location, and urban development located along both sides of the roadway, the visual

quality can be described as having moderately-low vividness and moderate intactness and unity. The resulting changes to the visual character would be the appearance of increased pavement and man-made elements on the roadway resulting from the concrete median and additional HOV lanes.

Overall, the visual quality at this location would decrease to some extent. The existing visual quality of the location is characterized by moderate-low vividness and moderate intactness and unity.

Viewer Response

While drivers are expected to have low to moderate sensitivity to viewshed changes, their response would likely be moderate.

U.S. 101 and Via Real

The residents at this location on the north side of the highway have distant views of the Pacific Ocean as seen in Figure 2.1-15 and 2.1-16.

Change to Visual Quality/Character

Soundwalls were recommended for noise abatement at this location;however, affected property owners voted by a majority response not to construct the soundwalls; reducing impacts to existing views.

Viewer Response

Overall, residential viewer response would be low.

Figure 2.1-15 Existing View Via Real, City of Carpinteria

Figure 2.1-16 Simulation Via Real, City of Carpinteria (no soundwall)

U.S. 101 and Bates Road

The key view simulation for this location depicts the changes in the visual environment as a result of the proposed changeable message sign (CMS) near the Bates Road Interchange in Ventura County, bikeway improvements, HOV lanes, and concrete barriers with fencing on top. See Figure 2.1-17 and 2.1-18 on the next page.

Figure 2.1-17 Existing NB View near Bates Road Interchange

Figure 2.1-18 Simulation NB View near Bates Road Interchange with CMS sign

Change to Visual Quality/Character

The addition of the changeable message sign would obscure portions of the coastal hillsides for drivers traveling northbound. This man-made feature would partially disrupt the natural setting and decrease the intactness of existing visual quality.

Viewer Response

The changeable message sign would be visible to drivers and cyclists traveling northbound on U.S. 101. For the residents of the Rincon area, this sign may be slightly

visible in the distant background views of the coastal hillsides. The residents' response to this project feature would be low as the views of the hillsides are not blocked. For the drivers and the cyclists, the changeable message sign is intentionally placed in the direct line of travel and would inform drivers and cyclists of road conditions, so their response would be short-term and low.

Figure 2.1-19 Existing View NB near Tank Farm

Figure 2.1-20 Simulation NB near Tank Farm with HOV Lane

Phillips Petroleum La Conchita Oil & Gas Facility (Tank Farm)

This key view simulation shows the changes in the visual environment resulting from the replacement of the median turn-out with a concrete barrier near Phillips Petroleum/Tank Farm, an emergency crash gate will not be provided, HOV lanes, concrete barriers, and bikeway improvements as shown in Figure 2.1-19 and 2.1-20. Additional visible features at this location include the HOV lane, concrete barriers and bikeway improvements.

Change to Visual Quality/Character

The visual quality of this landscape unit can be described as having moderate vividness and intactness with the dramatic backdrop of the coastal bluffs and Phillips Petroleum Oil and Gas Facility obscured by dense vegetation along the roadway. An HOV lane, a concrete barrier to replace the median opening, and improvements to the bikeway would be added. These project features would not impede views of the Pacific Ocean or the coastal bluffs; therefore, the existing visual character/quality would not be adversely impacted.

Viewer Response

Viewers at this location would include employees at the oil and gas facility, drivers, and cyclists. Viewer awareness and sensitivity for these views range from low to high. However, the proposed project features would not obscure or degrade existing viewsheds; therefore, their response would be low.

La Conchita

At La Conchita, existing photos and simulations that demonstrate the changes in the visual environment as a result of the proposed HOV lanes, median closure, concrete barriers, bikeway improvements, and proposed PUC, are shown in Figure 2.1-21 and Figure 2.1-22.

The existing median opening on the U.S. 101 at the community of La Conchita would be closed with a concrete barrier median and an emergency crash gate will not be provided. Although soundwalls were recommended for noise abatement the affected property owners voted by majority response not to construct soundwalls.

Figure 2.1-21 Existing SB View near La Conchita

Figure 2.1-22 Simulation SB View near La Conchita with HOV Lane

On the next page, Figure 2.1-23 shows the existing view from Surfside and Fillmore Avenue in La Conchita Figure 2.1-24 shows the same view with concrete barriers and with fencing.

Figure 2.1-23 Existing View Surfside Ave. and Fillmore St.

Figure 2.1-24 Simulation Surfside Ave. and Fillmore St. with Concrete Barrier

Existing Visual Quality/Character

The single-family residences in the community of La Conchita are primarily oriented towards the Pacific Ocean. The existing viewsheds consist of foreground views of the Pacific Ocean, middleground views of U.S. 101 and railroad, and views of the tall cliffs behind the community (facing northeast).

Figure 2.1-25 Existing View of Santa Barbara Ave. La Conchita

Figure 2.1-26 Simulation Santa Barbara Ave. La Conchita North Option Bikeway

The visual quality of this landscape unit can be described as having moderate vividness and intactness with the dramatic backdrop of the coastal cliffs and the unobtrusive nature of communities nestled in coastal plateaus, and U.S. 101 built along the coastline without encroaching on the visual character of the landscape unit. Additional features at this location include a Class I northbound bikeway and a Pedestrian Undercrossing (PUC) as shown in Figure 2.1-25 through 2.1-30. The PUC was analyzed under an IS/EA and

approved in 2002. The PUC will be constructed at the same time as the proposed project and will be evaluated through the cumulative analysis.

Change to Visual Quality/Character

The implementation of the proposed features at this location would result in additional man-made elements that would be visible to the residents of La Conchita, drivers, and cyclists along U.S. 101. The most prominent project feature would have been the soundwall (which was waived by the community). The proposed concrete barrier median would replace the existing metal beam guardrail. The proposed PUC would include wall panels, ramps, and signage on both sides of the highway.

Figure 2.1-27 Existing View of Santa Barbara Ave. La Conchita

Figure 2.1-28 Simulation Santa Barbara Ave. South Option Bikeway

The concrete median would not entirely obscure views of the coastal cliffs or the Pacific Ocean. The concrete barrier for the bike lane would have fencing ontop of the barrier for safety of the users. Overall, the visual quality of the location would degrade considerably. The proposed project would introduce man-made features that would decrease the overall intactness and vividness of the existing natural setting

Figure 2.1-29 Existing Beachview near La Conchita

Figure 2.1-30 Simulation of Beachview near La Conchita with PUC

Viewer Response

The concrete median with fencing on top would be visible from the residences within La Conchita and to residents and visitors entering and leaving the community, as well as to northbound and southbound road users.

Community

The residents of La Conchita highly value the existing visual resources, especially views of the ocean. A soundwall survey was sent to all affected residents who voted by a majority response not to construct soundwalls. The concrete median would only be visible at the exit of the community. An emergency crash gate will not be provided. The project features proposed at this location would have a moderate affect on La Conchita residents as their daily views would be affected.

Drivers and Cyclists

For the drivers and cyclists on U.S. 101 traveling southbound or northbound, the concrete median would be part of their peripheral views. The proposed soundwall would have obscured the residential community. For drivers and cyclists, their response to proposed project features would be moderate.

Mussel Shoals

Key view simulations for Mussel Shoals show the changes in the visual environment as a result the proposed HOV lanes, soundwalls, concrete barriers and bikeway improvements. Soundwalls are proposed within State right-of-way north and south of the entrance into the community and a concrete barrier would be constructed thereby closing off the median turn-out. Figure 2.1-31 and 2.1-32 depict the existing southbound view approaching the entrance to Mussel Shoals.

The existing views from U.S. 101 include dramatic views of the steep coastal bluffs and the roadway, community and Pacific Ocean. The visual quality of the location can be described as dramatic and vivid. Overall, the site is relatively intact as the only existing man-made elements are the roadway and the median.

Figure 2.1-31 Existing SB Approach to Mussel Shoals

Figure 2.1-32 Simulation SB Approach Mussel Shoals with Soundwalls

Change to Visual Quality/Character

The proposed project features would result in additional man-made elements to the existing viewshed, thereby decreasing the overall intactness. While the soundwalls and concrete barrier, an emergency crash gate will not be provided, would not entirely obscure views of the coastal bluffs or the Pacific Ocean, the visual quality of the location would decrease as the man-made additions may distract from views of the natural setting.

Viewer Response

The proposed soundwalls would be visible to residents, individuals entering and leaving the community, as well as to northbound and southbound highway users. An emergency crash gate will not be provided. The residents of Mussel Shoals would have high exposure and awareness of the project viewsheds, as well as a high concern for the

impacts on their views resulting from the project. For the residents, the proposed additions would not interfere with their views of the Pacific Ocean, which are highly valued. The soundwall may partially impede the views of the coastal bluffs. However, the residents may not have high sensitivity to changes in the views of the coastal bluffs compared to views of the ocean since many of their residences are oriented towards the ocean. For the drivers, the installation of a concrete barrier would partially obscure views of the coastal bluffs for motorists heading south. The soundwalls along the freeway are noticeable for drivers heading southbound or northbound. Motorists traveling S/B or N/B may not have a clear view of the Cliff House Inn because of the proposed soundwalls. Overall change in visual character and visual quality is expected to be moderate.

Construction/Temporary Impacts

Construction impacts associated with the proposed project would result from staging area, warning signage, potential on-site equipment storage, and possible construction at night that may require additional lighting. These construction activities may obscure views from residents, drivers, and cyclists. However, all these changes are temporary and necessary in the interest of safety during construction for workers and drivers. Therefore, due to the temporary nature of the impacts, the loss of views and visual quality during construction is not considered to be adverse.

Avoidance, Minimization and/or Mitigation Measures

The implementation of the mitigation measures listed below would decrease the visual impact resulting from the proposed HOV lanes, concrete barriers and soundwalls. The following project considerations would be incorporated to minimize impacts and ensure compatibility with local policies and the surrounding visual environment:

- The decision on noise abatement measures (such as soundwalls) would be made by the project design team, considering the results of the reasonableness determination and information collected during the public input process. The opinions of the affected property owners would be considered in reaching a final decision on the recommended noise abatement measures. Noise abatement within the State right-of-way would not be provided if more than 50% of the affected property owners do not want it.
- Retain as much existing vegetation as possible or plant vegetation in the median such as shrubs up to 4 to 5 feet tall as feasible. Vines would be planted on both sides of the soundwall as feasible to soften their appearance and reduce associated visual impacts.
- Provide hardscape decorative design on the concrete barrier and see through fencing.

- Visible signage for the Cliff House Inn or installation of a type of soundwall that offers more visibility of the Inn.
- Taper soundwalls to provide maximum views while maintaining 5 dBA noise reduction.
- Architectural texture and/or anti-graffiti coating would be used in retaining wall, soundwall, and PUC design and construction to deter graffiti vandalism.

The implementation of the mitigation measures listed above would decrease the visual impact resulting from the proposed HOV lanes, concrete barriers and soundwalls. The resulting visual impact with mitigation measures would be low and would be considered less than adverse.

2.1.12 Cultural Resources

Regulatory Setting

"Cultural resources" as used in this document refers to all historic-period and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 773) (July 1, 2007).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the "use" of land from historic properties. Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires

state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its right-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the SHPO before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

Affected Environment

A Historic Property Survey Report (HPSR) (completed in May 2008), an Archaeological Extended Phase I report, and an Environmentally Sensitive Area (ESA) Action Plan were completed by Caltrans Division of Environmental Planning Cultural Resources Branch in April 2008.

In preparation for cultural studies, the following records were searched:

- National Register of Historic Places 1979-2002 & supplements
- California Register of Historical Resources 1992 & supplements
- California Inventory of Historic Resources 1976
- California Historical Landmarks 1995 and supplements
- California Points of Historical Interest 1992 and supplements
- State Historic Resources Commission 1980 to present, quarterly meeting minutes
- Caltrans Historic Highway Bridge Inventory 2003 & supplements
- Archaeological site records: South Central Coastal Information Center; California State University at Fullerton, January 2008.
- Archaeological site records: Central Coast Information Center; University of California, Santa Barbara, January 2008.

A records search covering a half-mile radius surrounding the project area was obtained from the South Central Coastal Information Center (SCCIC) and from the Central Coastal Information Center (CCIC) of the California Historical Resources Information System (CHRIS).

Results: The records search indicated that the study area had been previously surveyed and five cultural resources were previously reported near or within the Area of Potential Effect. The Area of Potential Effect (APE) represents the area within which the proposed project has the potential to affect, either directly or indirectly, any significant

archaeological or historic-period resources. The HPSR identified five prehistoric sites within or immediately adjacent to the project Area of Direct Impact (ADI), all of which had been identified by previous surveys. An Extended Phase I study was conducted at specific site locations to determine site integrity within the project ADI. No intact deposits were identified. For the purposes of the present project, however, all of the site areas adjacent to the ADI are being included within the APE and are being assumed eligible for the National Register. An Environmentally Sensitive Area (ESA) action plan was prepared, which specifies that all five sites will be protected from disturbance by ESA fencing.

CA-VEN-41

This site is located on a marine terrace directly north of Punta Gorda. It is described (in a 1966 site record) as a scatter of chert flakes and Olivella shell beads. Area of the site was 20' x 50' and no features or burials were observed. Little additional information is given other than the fact that the site was not “worth further investigation." Although the site is near the north side of the APE, there is little likelihood that any intact deposits exist within the project area. Most, if not all, of the site occurs on the north side of the Southern Pacific Railroad right-of-way. Further investigation is not warranted.

CA-VEN-644

This site is situated on a marine terrace northwest of Punta Gorda. It mainly occurs within the Southern Pacific Railroad right of way and is visible on the southwest side of the tracks. As documented by a 1988 site record supplement, the site primarily consists of marine shell and "slight midden development." No artifacts or features were observed. An additional evaluation of the site suggested that the deposit is not a site and is more likely a natural formation containing natural marine shell and asphalt.

CA-VEN-1110

This site, recorded in 1993, is likely a remnant of an archaeological deposit that once began on the bluff north of the railroad tracks and encompassed most of the marine terrace south of the tracks. Previous construction in the area likely destroyed most of the site. Currently, the site is exposed high on the sea cliff north of the tracks. A distinct cultural lens is present within the cliff face consisting of bone, shell, fire-affected rock, human bone and shell beads.

CA-SBA-1

This site is a very large village located at Rincon Point. Ethnohistorically known as the village of Shuku, this site has been investigated numerous times over the past 80 years. Currently the site is covered by residential development. It has also been damaged by

highway and railroad construction. Little of the site is visible on the surface. Past research in the area has identified six locations, two of which are found within the APE Another location, SBA-1C/D is near the APE, but is situated on a high terrace overlooking the highway. Numerous burials have been removed over the years, and the site contains a wide range of artifactual and ecofactual material including groundstone artifacts, beads, bifaces, marine shell refuse and faunal remains. It is very unlikely that any intact deposits exist within the project APE.

CA-SBA-1168

This site was discovered in 1980 during construction monitoring. The site consists of a thin cultural lens located approximately 18 feet below existing grade. The deposit, containing chipped stone tools and shellfish remains, is covered by imported fill associated with past highway construction. The deposit is visible in the road cut and is largely undisturbed in its buried context.

The Area of Potential Effects (APE) for the project was established in consultation with the Caltrans Professionally Qualified Staff (PQS) Principal Investigator - Prehistoric Archaeology, and the VEN/SB 101 HOV Project Manager on April 29, 2008. The APE was established around the proposed project construction easement. The APE represents the worst case scenario and includes all proposed alternatives and construction easements.

Most of the project is situated on a marine cut terrace which lies directly below the southern slope of the Santa Ynez Mountains. The terrace dates from the Middle Miocene and is mainly composed of Monterey shale and unnamed sandstone, mudstone, and breccia (coarse grained rock). Little to no soil development occurs on the terrace. While coastal sage scrub abounds on the slopes above, only grasses and forbs and other ruderal species occur on the terrace adjacent to the highway. Most of the terrace has been disturbed by freeway and residential development.

The project is located in the ethnographic and historic territory inhabited by the Barbareño Chumash of the Hokan language stock. The coastal adaptation of the Chumash included subsistence based on shellfish, fish, a variety of seeds and vegetable products, and hunting of marine mammals and deer. Groups also traveled inland to trade for piñon nuts, acorns and elk. The nearby village of Shuku located near Rincon Creek was centrally tied to this exchange network and likely traded with adjacent villages and the Gabrielino to the south. Modern Chumash place a high value on cultural resources such as archaeological sites, especially historically identified villages, mortuary areas, and isolated burials, shrines and traditional natural resources and features.

The history of Santa Barbara County can be broken down into four periods; Early Explorer Period (1542-1769), Spanish Mission Period (1769-1821), Mexican Ranch Period (1821-1846), and Anglo-American Period (1846- to present). Today, the City of Santa Barbara is home to over 90,000 people. The regional metro area has a population of approximately 400,000. Tourism continues to be a major source of revenue for the area (Hatcher 2004).

Environmental Consequences

On March 12, 2008, Caltrans archaeologists conducted an Extended Phase I cultural resources investigation within the proposed project limits located along U.S. 101. The area investigation encompassed the entire extent of the APE for the proposed widening, pedestrian undercrossing, and bikeway improvements. The purpose of the investigation was to determine the presence or absence of subsurface cultural material within the APE and to ascertain the degree of potential disturbance to any identified resources.

The study, entailing the excavation of eight Shovel Test Pits (STPs), effectively determined whether subsurface cultural material was likely to be present within the APE The test units were excavated within the area of direct impact. However, due to safety constraints, placement of the excavation units was mostly limited to areas adjacent to US-101 (frontage roads, on- or off-ramps, etc). Nevertheless, it is believed that adequate coverage of the APE (and immediate area) was obtained by testing in these areas. Sites CA-VEN- 141 and CA-SBA-1B, although occurring near the project, were not tested due to their considerable distance from the area of direct impact.

From the excavation of the eight STPs it was determined that none of the site locations within the APE contained intact cultural material. In some locations, marine shell remains were found, but these were felt to be from natural or secondary deposition. All areas tested appeared disturbed from previous highway construction. While some site boundaries (as indicated on existing survey and excavation reports) fall within the project APE, it is felt that these areas are devoid of intact cultural material.

Based on the results of the record research and STP excavation, it is highly unlikely that any resources exist within the project APE so there would be no impacts from any of the BUILD alternatives. The APE has been subjected to profound disturbance from previous highway construction. Cut and fill activities associated with this construction have, without a doubt, carried away or totally destroyed any existing deposits. Marine shell remains as seen in some of the STPs either represent natural sediments or secondary deposits from nearby archaeological sites. All these deposits occur in a disturbed context and none of them qualify as eligible properties under 36 CFR 800.

Caltrans has determined that this project will have no impact/no adverse impact to state owned archaeological sites, objects, districts or landscapes within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria. As a consequence of this determination, we are providing notice and a summary of our findings to the State Historic Preservation Officer (SHPO) pursuant to PRC §5024(f). A copy is contained in Appendix G.

Avoidance, Minimization and/or Mitigation Measures

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will identify and notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact District 7 Environmental Branch 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.

As there are known cultural resources nearby, ESA fencing would be placed along the entire edge of the project (i.e., construction limits) within established areas adjacent to identified site locations (which have been determined eligible for the purposes of this undertaking), and that an archaeological monitor be present during any ground disturbing activities. Should any cultural resources be encountered during construction, all work in the area of the discovery must stop until the on-site monitor can evaluate the nature and significance of the find.

2.2 PHYSICAL ENVIRONMENT

2.2.1 Hydrology and Floodplain

Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. Requirements for compliance are outlined in 23 Code of Federal Regulations 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments

- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "an action within the limits of the base floodplain."

Affected Environment

A Location Hydraulics Study and Floodplain Evaluation were completed March 12, 2008. The Rincon runoff is the predominant hydrologic feature in the project area. Mountain runoff is collected through the natural channels and discharged to the ocean via culverts crossing the freeway.

The Federal Emergency Management Agency (FEMA) has identified several types of flood hazard areas in the Flood Insurance Rate Map (FIRM):

- Zone A – Areas in the 100 year flood; base flood elevations and flood hazard factors not determined.
- Zone B – Areas between the limits of the 100 year flood and 500 year flood.
- Zone C – Areas of minimal flooding.

Based on the FIRM, the project has crossed Zone A just south of Mussel Shoals and Zone B from Carpinteria Avenue in La Conchita to Tank Farm.

The drainage area covers about 465 acres of the Rincon Mountain; discharge rate for 100 year storm event (Q_{100}) is 1174 cubic feet per second (cfs), runoff was discharged to the ocean via the 10 foot by 6.5 foot reinforced concrete box culvert around Carpinteria Avenue in La Conchita.

Between Carpinteria Avenue in La Conchita to Tank Farm the project crosses Zone B flood zones, areas between the limits of the 100 year flood and 500 year flood. Since flooding at these areas are expected only to occur under events exceeding the 100 year base flood, no further evaluation is warranted by Section 804 of the Highway Design Manual. Floodplain Maps:

- FIRM, Ventura County, California, Community Parcel No. 060413-0685BFIRM,
- Santa Barbara County, California, Community Panel No. 060331-1440F
- USGS Quadrangle maps, California

Environmental Consequences

For BUILD alternatives the project proposes no new alignments that encroach into the floodplain. The roadway widening is proposed within the median area and inside and outside shoulder area, so there would be no substantial rising of the elevation of the (100 year) base flood and no floodplain impact caused by this project to the surrounding areas. The floodway is contained in a channel according to the Flood Insurance Rate Map. The proposed project impacts would be considered less than significant.

Backwater damages would not affect residents, buildings, crops, and natural beneficial floodplain values. Floodplain values or damages due to a 100 year storm event and as a result of the project would be minimal. There would be no longitudinal or significant encroachment, or any support of incompatible floodplain development. Based upon the Location Hydraulic Study, it is determined that this is a low risk project and the impacts would be less than significant.

Avoidance, Minimization and/or Mitigation Measures

Because none of the proposed BUILD alternatives would result in significant impacts to hydrology or floodplains, no avoidance, minimization, and/or mitigation measures are required

2.2.2 Water Quality and Storm-water Runoff

Regulatory Setting

Section 401 of the Clean Water Act requires water quality certification from the State Water Resources Control Board (SWRCB) or from a Regional Water Quality Control Board (RWQCB) when the project requires a Clean Water Act Section 404 permit to dredge or fill within a water of the United States.

Along with Section 401 of the Clean Water Act, Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System permit for the discharge of any pollutant into waters of the United States. The U.S. Environmental Protection Agency has delegated administration of the National Pollutant Discharge Elimination System program to the State Water Resources Control Board and nine Regional Water Quality Control Boards. The State Water Resources Control Board and Regional Water Quality Control Boards also regulate other waste discharges to land within California

through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The State Water Resources Control Board has developed and issued a statewide National Pollutant Discharge Elimination System permit to Caltrans to regulate storm water discharges from all of Caltrans activities on its highways and facilities. Caltrans construction projects are regulated under the statewide permit (General Permit and Department permit issued by SWRCB). All projects require a Storm Water Pollution Prevention Plan (SWPPP) to be prepared and implemented during construction.

Affected Environment

The Los Angeles Regional Water Quality Control Board (LARWQCB) has jurisdiction for the Ventura County portion and the Central Coast Regional Water Quality Control Board (CCRWQCB) for the Santa Barbara County portion of the project.

The receiving water bodies for the Santa Barbara County portion of the project are Carpinteria Creek, Pacific Ocean at Carpinteria State Beach (Carpinteria Creek mouth, Santa Barbara County), Rincon Creek and the Pacific Ocean at Point Rincon (mouth of Rincon Cr., Santa Barbara County). The Hydrologic Area is South Coast and Hydrologic Sub Area (HAS) number is 315.34. There is one receiving water body, Rincon Beach, within the Ventura County section. The Hydrologic Area and the HAS are Undefined and 401.00, respectively.

Section 303(d) of the Federal Clean Water Act (CWA), requires States to identify waters that do not meet water quality standards after applying effluent limits for point sources other than POTWs that are based on the best practicable control technology currently available and effluent limits for POTWs based on secondary treatment. States are then required to prioritize waters/watersheds for total maximum daily loads (TMDL) development. States are to compile this information in a list and submit the list to U.S.EPA for review and approval. This list is known as the 303(d) list of impaired waters (303(d) list).

The State Water Resources Control Board (the State Water Board) and Regional Water Quality Control Boards have ongoing efforts to monitor and assess water quality, to prepare the Section 303(d) list, and to develop TMDLs[4].

4 TMDLs are documents that describe a specific water quality attainment strategy for a water body and related impairment identified on the 303(d) list. TMDLs may include more than one water body and more than one pollutant. The TMDL defines specific measurable features that describe attainment of the relevent water quality standards. TMDLs include a description of the total allowable level of the pollutant(s) in question and allocation of allowable loads to individual sources or groups of sources of the pollutantas of concern.

All the above-mentioned receiving water bodies are on the 2006 303d list. Their pollutants of concerns (POCs) are: pathogens, fecal coliform, total coliform, boron, toxicity and indicator bacteria.

The project limits are located near Carpinteria Creek and Rincon Creek in the Central Coast Regional Board's jurisdiction and Pitas Point watershed in the Los Angeles Regional Board's jurisdiction. There are no TMDLs for Rincon Creek at this time, in regards to Pitas Point watershed, it is one of four coastal watershed groups under the Miscellaneous Ventura Coastal Watersheds, Pitas Point, Buenaventura, Oxnard and Ventura Coastal Streams Subwatersheds. These subwatersheds are physically independent from one and other. There is no TMDL for Pitas Point watershed.

Environmental Consequences

Regarding Total Maximum Daily Loads for Santa Clara River Estuary/Surfers' Knoll, McGrath State Beach, and Mandalay Beach Coliform and Beach Closures, Caltrans is not a responsible party in TMDL and would not contribute to TMDLs.

Avoidance, Minimization and/or Mitigation Measures

Avoidance and minimization measures for storm water are accomplished by implementation of approved Best Management Practices (BMPs), which are generally broken down into four categories: Pollution Prevention, Treatment, Construction, and Maintenance BMPs. Caltrans Storm Water Program contains guidance for implementation of each of these BMPs. Certain projects may require installation and maintenance of permanent controls to treat storm water. Selection and design of permanent project BMPs is refined as the project progresses through the planning stage and into final design.

Construction Site BMPs for this project shall include the following categories:

- Soil stabilization Practices
- Sedimentation Control Practices
- Tracking Control Practices
- Wind Erosion Controls
- Non-Storm Water Controls
- Waste Management and Materials Pollution Controls

2.2.3 Geology/Soils/Seismic

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. The current policy is to use the anticipated Maximum Credible Earthquake(MCE) readings from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

Affected Environment

A preliminary Geotechnical Report was prepared by Caltrans Division of Engineering Services, Office of Geotechnical Design–South 1 on May 14, 2008. The report is based upon literature research, review of the previous field investigations, and a field review performed on April 10, 2008.

The proposed project area is located within the Transverse Ranges. The Transverse Ranges (or more accurately, the Los Angeles Ranges) are a group of mountain ranges of southern California, one of the various North American Coast Ranges that run along the Pacific coast from Alaska to Mexico. They begin at the southern end of the California Coast Ranges and lie between Santa Barbara and San Diego counties. They derive the name Transverse Ranges due to their East-West orientation, as opposed to the general North-South orientation of most of California's coastal mountains, thereby transversing them.

The project lies along the Pitas Point Quadrangle in Ventura and Carpinteria Quadrangle in Santa Barbara County. The land portion of this quadrangle is mostly mountainous terrain bordering the Pacific Ocean to the west. The small, rural communities of La Conchita and Mussel Shoals are located along the coastline in this area. A geological map of the Ventura and Pitas Point quadrangle by Dibblee, 1988 and Carpinteria Quadrangle in Santa Barbara by Dibblee, 1986 shows that most of this section of the U.S. 101 in this region lies on alluvium. Alluvium (from the Latin, *alluvius*, from *alluere*, "to wash against") is soil or sediments deposited by a river or other running water. Alluvium is typically made up of a variety of materials, including fine particles of silt and clay and

larger particles of sand and gravel which is unconsolidated floodplain deposits of silt, sand, and gravel. Pico formation lies on the hills on the east side of the highway. Pico formation is mostly light gray to tan sandstone, well bedded, and in some places pebble-like and including some interbedded claystone. Landslide debris lie on certain locations on the east side of the highway.

Seismicity

The project is located in a seismically active area. Earthquakes have been experienced in the past and can be expected to continue. A moderate seismic event on the Red Mountain fault or a larger seismic event on the Ventura-Pitas Point fault and M. Ridge- Arroyo Parida-Santa Ana fault would most likely produce the greatest bedrock acceleration.

A fault is considered by the State of California to be active if geological evidence indicates that movement on the fault has occurred in the last 11,000 years and potentially active if the movement is demonstrated to have occurred in the last 2 million years. Distances to major faults from La Conchita are 0.56 miles from Red Mountain and 3.30 miles from Ventura–Pitas Point with Maximum Credible Earthquake (MCE) of 7.25 and 3.80 miles from M.Ridge-Arroyo Parida-Santa Ana with a MCE of 7.50.

Ground Shaking

Ground shaking is the primary cause of structural damage during an earthquake. It is considered the most likely damage producing phenomenon for this project. The magnitude, duration, and vibration frequency characteristics vary depending on the particular causative fault and its distance from the project.

The Red Mountain Fault could produce a Maximum Credible Earthquake of 7.25 Mw along this fault system. The Ventura Pitas Point fault can produce a MCE of 7.25 Mw (Mw = Moment Magnitude value of which is obtained from seismologists for a particular seismic event, it replaces the traditional Richter Scale system of measurement).

Ground Rupture

The U.S. 101 passes through the Red Mountain Fault north of Carpinteria Avenue in La Conchita. The intersection of the fault and the highway lies north of proposed soundwall #104 in La Conchita. According to the Alquist Priolo Fault zones of Southern California, Pitas Point Quadrangle 7.5 minute Map, La Conchita is outside the fault hazard zone and is less likely to be affected by rupture. Based on the regression of displacement and moment magnitude by Wells and Coppersmith (1994) the area within the rupture zone can experience an average displacement of 2.3 feet to maximum displacement of about 6 feet during the event of maximum credible earthquake of 7.25 Mw.

Liquefaction

Liquefaction typically occurs over widespread areas during long-duration, strong ground motion generally exceeding 0.15 g peak ground acceleration (**g-force** is a measurement of an object's acceleration expressed in *g*s. It quantifies the reaction force resulting from this acceleration or, more correctly, the net effect of that acceleration and the acceleration imparted by natural gravity as subjectively experienced by an object). These ground motions typically are produced by large magnitude earthquakes, exceeding magnitude (Mw) 6.5. Liquefaction-related damage is generally seen in recently alluviated areas that contain loose, saturated, cohesion free soil.

Virtually all parts of the project area are susceptible to liquefaction-related hazards. Extension of young gravel, sand, and silt deposits in the Oxnard Plain and along the Santa Clara River, shallow groundwater, and the presence of nearby potentially active faults indicate that possibility. Deposits most susceptible to liquefaction are non-engineered artificial fill placed over estuarine sediment (tidal mud), and latest Holocene era (9600 BC) stream deposits. Other susceptible deposits include Holocene estuarine deposits, Holocene stream terrace deposits, Holocene beach and dune sands, Holocene undifferentiated alluvium, and Holocene basin deposits. These cover nearly all parts of the project area.

Groundwater

The groundwater levels monitored using water level indicator by Boyle Engineering Corporation in June 2007 in the La Conchita area shows presence of groundwater at the depth of 15-15.5 feet from ground surface. The groundwater gradient is towards the beach. Groundwater conditions vary seasonally due to changes in the runoff, tidal and storm conditions, rainfall and other factors.

Environmental Consequences

Under the NO BUILD alternative, existing conditions would remain and no impacts Geology, Soils or Seismic would occur.

Ground Shaking/Ground Rupture and Liquefaction

Caltrans Division of Engineering Services, Office of Geotechnical Design–South 1 analyzed the potential for the project features to be affected by the results of earthquakes. Ground shaking, ground rupture, and liquefaction all have the potential to occur. Less than adverse impacts are expected to occur for the BUILD alternatives.

Landslides

The project area has a history of landslides; major landslides have occurred over the last several decades. The proposed project alternatives would be constructed on

predominately level ground within the roadway and would not require major grading activities that would cut into the hillside. The proposed project would not increase or decrease the potential for landslides, so no impacts are anticipated for the BUILD alternatives.

Avoidance, Minimization and/or Mitigation Measures

The proposed project structures would be built to current design standards to withstand ground shaking/ground rupture and liquefaction.

2.2.4 Paleontology

Regulatory Setting

Paleontology is the study of life in past geologic time based on fossil plants and animals. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded projects. (e.g., Antiquities Act of 1906 [16 USC 431-433], Federal-Aid Highway Act of 1935 [20 USC 78]). Under California law, paleontological resources are protected by the California Environmental Quality Act, the California Code of Regulations, Title 14, Division 3, Chapter 1, Sections 4307 and 4309, and Public Resources Code Section 5097.5.

Affected Environment

U.S. 101 between the U.S.101/SR 150 Interchange, and the segment of Carpinteria Creek in the City of Carpinteria in Santa Barbara County is underlain by quaternary alluvium, and quaternary older alluvium.

Environmental Consequences

Quaternary alluvium and quaternary older alluvium are considered to have a low potential to contain sensitive paleontological resources in Paleontological Sensitivity Mapping Project (PSMP), Caltrans 2000. South of SR 150, the highway is underlain by Pliocene-aged Santa Barbara and Sisquoc Formations, and Miocene-aged Monterey Formation. These formations have a high potential to contain sensitive paleontological resources according to PSMP.

Avoidance, Minimization and/or Mitigation Measures

It is recommended that a qualified paleontological monitor ovesee all excavations in the high sensitivity formations described above. If sensitive paleontolgical resources are discovered during construction, work will be stopped in the immediate vicinity of the discovery (30-foot radius) until the until fossils can be properly preserved, labeled and stored.

2.2.5 Hazardous Waste/Materials

Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the Federal Resource Conservation and Recovery Act of 1976 and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

Affected Environment

A Hazardous Waste/Materials Assessment was completed by Caltrans Office of Environmental Engineering and Corridor Studies, Hazardous Waste Branch on March 25, 2008 based on a Site Investigation Report that was completed on March 17, 2008 evaluating aerially deposited lead (ADL), heavy metals, and groundwater.

To test for lead, soil samples were collected from the proposed location of the HOV lanes alongside the left shoulders of the existing northbound and southbound U.S. 101 as well as at four proposed preliminary soundwall locations. The maximum depth of sampling was two feet, because the proposed median cross-sections as well as the standard structural soundwall plans (supported by either footing or pile) indicate the depth of the excavations would be on the same order.

A hydraulic direct-push sampling rig and a 2 1/2 inch diameter hand-auger were used to collect 335 soil samples from 112 boring locations from within the project limits. The hand auger was used to collect soil samples in areas that were inaccessible to the direct push rig. Soil samples were collected between December 17, 2007 and January 22, 2008. Borings were extended to a maximum depth of two feet. Soil samples were analyzed for total lead following the United States Environmental Protection Agency (EPA) Test Method 6010B. When deemed necessary, selected soil samples were tested for soluble lead, pH, and/or TCLP (Toxicity Characteristic Leaching Procedure) as well as the heavy metals.

Hollow-stem auger drilling rigs were utilized to drill borings for installing groundwater monitoring wells near Mussel Shoals, La Conchita, and Bailard Avenue northbound offramp and onramp near the preliminary location of soundwalls on January 10, 2008 and January 11, 2008. The monitoring well depth was either 20 or 40 feet, depending on the anticipated depth of dewatering. The drilling and installation of monitoring wells were permitted by governing agency, Ventura County Water Resource Division or Santa Barbara County Fire Prevention Division, and in accordance with the California Department of Water Resources Bulletin 74-90 California Wells.

Environmental Consequences

There would be no direct impacts associated with hazardous wastes/materials under the NO BUILD Alternative.

For BUILD Alternatives, the Department of Toxic Substances Control (DTSC) has granted Caltrans District 7 (Los Angeles and Ventura Counties) a variance allowing reuse of Aerially Deposited Lead (ADL) contaminated soils at the hazardous concentrations within the project limit under certain conditions. Since this is a District 7 project, the

variance might be applicable throughout. When hazardous ADL soils are reused within the project limits, their locations and details should be shown on the design and as-built plans.

From the southern project limits in Ventura County just west of Mobil Pier Undercrossing (PM 39.8) to 500 feet north of Rincon Road in Santa Barbara County, the soils in the median were determined to be non-hazardous (Type X). The excavation and management of these soils is not regulated. These soils could be reused within the project limit or relinquished to the contractor without any restrictions. In some of the other areas depending on the excavation scheme, non-hazardous soils (Type X) may be encountered as described in the Hazardous Waste Assessment dated 3/25/08.

From 500 feet north of Rincon Road to 400 feet south of Palmetto Way in Santa Barbara County the soils were found to be contaminated with Aerially Deposited Lead at hazardous concentrations (Type Y-1). These soils are regulated under the DTSC Variance and Assembly Bill 414. The variance is invoked if these materials are encountered during construction excavation. The hazardous soils should be placed more than five feet above the highest groundwater level and covered with a minimum of one foot of clean soil (soft cover). All surplus soil shall be treated as hazardous waste and be transported to and disposed at a Class I facility per Title 22 of the California Code of Regulation (CCR).

From 400 feet south of Palmetto Way to the end of the project limits (0.44 miles south of Casitas Pass Road in Santa Barbara County), the soils were found to be contaminated with Aerially Deposited Lead to a higher level (Type Y-2). These soils are regulated by the Department of Toxic Substance Control (DTSC) Variance and Assembly Bill 414. The Variance is invoked when these materials are encountered during construction, and contaminated soils should be placed more than five feet above the highest groundwater level and covered with pavement (hard cover). All surplus soils shall be treated as hazardous waste by the State of California and shall be transported to and disposed of at a Class I facility per Title 22 of the California Code of Regulations (CCR).

Besides lead in the form of ADL, which is addressed above, no other heavy metals were detected above their threshold limits in the soil samples collected from the median and soundwall locations.

During the drilling for the observation wells, no groundwater was encountered. In addition, several days after the monitoring wells were installed, inadequate amounts (0.0 to 2.37 feet) of water were collected in each of the wells, although measurements were made after substantial rainfall through mid-January 2008.

The paint and/or thermoplastic yellow stripes, which are placed along the left edge-of-travel way and markings, generally contain lead and chromium which may contain a hazardous concentration depending on the removal procedure. The white stripes and markings also contain lead and chromium at the concentrations below the threshold.

Avoidance, Minimization and/or Mitigation Measures

Aerially Deposited Lead was found to be present in different concentrations within the project limits. Per Caltrans requirements, the contractor should prepare a project-specific Lead Compliance Plan to prevent or minimize field personnel exposure to lead-contaminated soil. The plans should include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other appropriate health and safety protocols and procedures for handling lead contaminated soil.

Removal and Disposal of Lead and Chromium in yellow and white stripes and markings (if any) would be addressed during the Design Phase. The appropriate methodology and special provisions for proper removal and disposal would be provided and followed during construction regarding handling the existing yellow stripes and markings and adjacent pavement.

2.2.6 Air Quality

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended in 1990, is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act (CCAA) of 1988. These laws set standards for the concentration of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO_2). The United States Environmental Protection Agency (USEPA) designates areas with pollutant concentrations that do not meet the NAAQS as non-attainment. States are then required to prepare a State Implementation Plan (SIP) for the non-attainment areas. The SIP demonstrates how the area will achieve the NAAQS by the prescribed deadlines and what measures will be needed to attain the standards. The USEPA also oversees implementation of the prescribed measures. Areas that achieve the NAAQS after a non-attainment designation are re-designated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation may not fund, authorize, or approve federal actions to support programs or projects that are

not first found to conform to the purpose of the SIP. Conformity with the purpose of the SIP takes place on two levels – at the regional level and at the project level. The proposed project must meet the conformity requirement at both levels before any federal actions are made.

Regional conformity is concerned with how well a region is meeting the standards set for the criteria pollutants. Santa Barbara County is in attainment of all NAAQS while Ventura County is in attainment of all criteria pollutants except for 8-hour O_3 (moderate attainment). At the regional level, Regional Transportation Plans are developed by regional or metropolitan planning organizations (MPOs) such as SCAG for Ventura County and SBCAG for Santa Barbara County which include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the Regional Transportation Plan, an air quality model is run to determine whether or not the implementation of those projects would meet the emission budgets, conform to the purpose of the SIP, and meet the statutory requirements of the Clean Air Act. The RTPs are adopted by the MPOs and the USDOT then determines, in consultation with USEPA and other interagency partners, if the regional conformity analysis is adequate and satisfactory. If the design and scope of the proposed transportation project are the same as described in the Regional Transportation Plan, then the proposed project is deemed to have met the regional conformity requirements and to conform to the purpose of the SIP.

Conformity at the project-level requires "hot spot" analysis if an area is in "non-attainment" or "maintenance" for carbon monoxide (CO) and/or particulate matter. Conformity includes some specific standards for projects that require a hot spot analysis. In general, projects must not create a new violation, contribute to an existing violation, or delay timely attainment of the standard.

Affected Environment

An Air Quality Assessment was prepared to evaluate potential air quality impacts by Caltrans Office of Environmental Engineering and Corridor Studies on April 1, 2008.

Climate and Meteorology

Surface and upper-level wind flow varies both seasonally and geographically and inversion conditions common to the area can affect the vertical mixing and dispersion of pollutants. Semi-permanent high pressure that lies off the Pacific Coast leads to limited rainfall (around 18 inches per year), with warm, dry summers and relatively damp winters. Maximum summer temperatures average about 70 degrees Fahrenheit near the coast and in the high 80s to 90s inland. During winter, average minimum temperatures

range from the 40s along the coast to the 30s inland. Additionally, cool, humid, marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer. The fog and low clouds can persist for several days until broken up by a change in the weather pattern.

The air above the project site often exhibits weak vertical and horizontal dispersion characteristics, which limit the dispersion of emissions and cause increased ambient air pollutant levels. Persistent temperature inversions prevent vertical dispersion. The inversions act as a "ceiling" that prevents pollutants from rising and dispersing. Mountain ranges act as "walls" that inhibit horizontal dispersion of air pollutants. The land/sea breeze pattern common in the area recirculates air contaminants. Air pollutants are pushed toward the ocean during the early morning by the land breeze, and toward land during the afternoon, by the sea breeze. This creates a "sloshing" impact, causing pollutants to remain in the area for several days. Residual emissions from previous days accumulate and chemically react with new emissions in the presence of sunlight, thereby increasing Ozone levels. This pollutant "sloshing" impact happens most frequently from May through October ("smog" season). Air temperatures are usually higher and sunlight more intense during the "smog" season.

The prevailing sea breeze in the southern portion of the county is from the southwest. During summer, these winds are stronger and persist later into the night. At night, the sea breeze weakens and is replaced by light land breezes (from land to sea). The alternation of the land-sea breeze cycle can sometimes produce a "sloshing" impact, where pollutants are swept offshore at night and subsequently carried back onshore during the day. This impact is exacerbated during periods when wind speeds are low.

Santa Ana winds are northeasterly winds that occur primarily during fall and winter, but occasionally in spring. These are warm, dry winds blown from the high inland desert that descend down the slopes of a mountain range. Wind speeds associated with Santa Ana's are generally 15-20 mph, though they can sometimes reach speeds in excess of 60 mph. During Santa Ana conditions, pollutants emitted in Santa Barbara, Ventura County, and the South Coast Air Basin (the Los Angeles region) are moved out to sea. These pollutants can then be moved back onshore in what is called a "post-Santa Ana" condition. Not all post-Santa Ana conditions, however, lead to high pollutant concentrations in Santa Barbara County.

Upper-level winds (measured at Vandenberg Air Force Base once each morning and afternoon) are generally from the north or northwest throughout the year, but occurrences of southerly and easterly winds do occur in winter, especially during the morning.

Upper-level winds from the south and east are infrequent during the summer. When they do occur, they are usually associated with periods of high ozone levels. Surface and upper-level winds can move pollutants that originate in other areas into Ventura or Santa Barbara County.

Surface temperature inversions (0-500 ft) are most frequent during the winter, and subsidence inversions (1000-2000 ft) are most frequent during the summer. Inversions are an increase in temperature with height and are directly related to the stability of the atmosphere. Inversions act as a cap to the pollutants that are emitted below or within them and ozone concentrations are often higher directly below the base of elevated inversions than they are at the earth's surface. For this reason, elevated monitoring sites will occasionally record higher ozone concentrations than sites at lower elevations. Generally, the lower the inversion base height and the greater the rate of temperature increase from the base to the top, the more pronounced effect the inversion will have on inhibiting vertical dispersion. The subsidence inversion is very common during summer along the California coast, and is one of the principal causes of air stagnation.

Poor air quality is usually associated with "air stagnation" (high stability/restricted air movement). Therefore, it is reasonable to expect a higher frequency of pollution events where light winds are frequently observed, as opposed to areas where the prevailing winds are usually strong and persistent.

The climatological station closest to the Santa Barbara County portion of the site that monitors temperature is the Santa Barbara Station (#047902) is maintained by the Western Regional Climate Center. The annual average maximum temperature recorded from January 1997 to December 2000 at this station is 21.3C (70.3F), and the annual average minimum is 11.2 (52.1◦F). The Oxnard Station (# 046569) is maintained by the Western Regional Climate Center for the Ventura County site. The annual average maximum temperature recorded from January 1997 to December 2000 at this station was 21.3◦C (70.3◦F), and the annual average minimum was 11.2◦C (52.2◦F).

Environmental Consequences

Regional Air Quality Conformity

The proposed project is located in the South Central Coast Air Basin (Basin). The Basin is comprised of San Luis Obispo, Santa Barbara, and Ventura Counties. The proposed project is located in Ventura County (3.8 miles) and in Santa Barbara County (2.2 miles). The primary agencies responsible for regulations to improve air quality in the Basin are the Ventura County Air Pollution Control District (VCAPCD), Santa Barbara County Air Pollution Control District (SBCAPCD), and the California Air Resources Board (CARB).

The Southern California Association of Governments (SCAG) and the Santa Barbara County Association of Governments (SBCAG) are important partners to the VCAPCD and SBCAPCD, respectively, as they are the designated metropolitan planning authority for the respective area and produce estimates of anticipated future growth and vehicular travel in the Basin, which are used for air quality planning and analyses.

The proposed project is fully funded and is included in the Ventura County 2004 RTP. The 2004 RTP was found to conform by SCAG on April 1, 2004 as Resolution #06-471-3 and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on June 7, 2004. The project is also included in SCAG financially constrained 2006 Regional Transportation Improvement Program (RTIP) as Resolution #06-477-2. The SCAG 2006 RTIP was found to conform by FHWA and FTA on October 2, 2006. The design concept and scope of the proposed project is consistent with the project description in the 2004 RTP Amendment #3, the 2006 RTIP and the assumptions in SCAG's regional emissions analysis.

As the designated Metropolitan Planning Organization (MPO) for Santa Barbara County, the Santa Barbara County Association of Governments (SBCAG) is responsible for preparing and adopting the Metropolitan Transportation Plan (MTP). The proposed project is fully funded and included in the Santa Barbara County 2004 Metropolitan Transportation Program (MTP) and the 2006 SBCAG Regional Transportation Improvement Program (RTIP), adopted by SBCAG on January 19, 2006. Santa Barbara County is in attainment of all standards for Federal criteria pollutants in the National Ambient Air Quality Standards (NAAQS); therefore, conformity requirements do not apply. The proposed project's capital costs are funded by the Corridor Mobility Improvement Account (CMIA—Proposition 1B) program and the Congestion Management Air Quality (CMAQ) program. Support costs are funded by the State Transportation Improvement Plan's (STIP) Interregional Improvement Program that is Caltrans portion of the STIP. Therefore, because of the regional significance of the project, and the use of federal funds in Ventura County, the Santa Barbara portion has been included in SBCAG's Federal Transportation Improvement Plan.

Since the passage of the Federal Clean Air Act and subsequent amendments, the Environmental Protection Agency has established and revised the National Ambient Air Quality Standards (NAAQS). The NAAQS was established for six major pollutants or criteria pollutants. The NAAQS are two tiered: primary, to protect public health; and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property). The six criteria pollutants are ozone (O_3), carbon

monoxide (CO), particulate matter (PM_{10} and $PM_{2.5}$), nitrogen dioxide (NO_2), sulfur dioxide(SO_2), and lead (Pb).

Based upon Federal approval of the air quality conformity findings in the SCAG 2004 RTP Amendment 3 and 2006 RTIP and Santa Barbara County's federal attainment status of criteria pollutants standards per the National Ambient Air Quality Standards (NAAQS); the regional analysis for the project is considered complete and the project as a whole is considered to be in conformance with the Clean Air Act on a regional level.

A brief explanation of each pollutant, effects and sources is presented in Table 2.2-1 on the next page.

Table 2.2-1 State and Federal Criteria Air Pollutant Stds, Effects and Sources

Pollutant	Averaging Time	State Standard	Federal Standard	Health and Atmospheric Effects	Typical Sources
Ozone (O_3)[a]	1 hour 8 hours	0.09 ppm 0.070 ppm	–[b] 0.075 ppm	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include a number of known toxic air contaminants.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROG) and nitrogen oxides (NO_x) in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes. Biologically-produced ROG may also contribute.
Carbon Monoxide (CO)	1 hour 8 hours 8 hours (Lake Tahoe)	20 ppm 9.0 ppm[c] 6 ppm	35 ppm 9 ppm –	Asphyxiant. CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable Particulate Matter (PM_{10})[a]	24 hours Annual	50 µg/m^3 20 µg/m^3	150 µg/m^3 –	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).
Fine Particulate Matter ($PM_{2.5}$)[a]	24 hours Annual	– 12 µg/m^3	35 µg/m^3 15 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – considered a toxic air contaminant – is in the $PM_{2.5}$ size range. Many aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NO_x, sulfur oxides (SO_x), ammonia, and ROG.
Nitrogen Dioxide (NO_2)	1 hour Annual	0.18 ppm 0.03 ppm	– 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain.	Motor vehicles and other mobile sources; refineries; industrial operations.
Sulfur Dioxide (SO_2)	1 hour 3 hours 24 hours Annual	0.25 ppm – 0.04 ppm –	– 0.5 ppm 0.14 ppm 0.030 ppm	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing.
Lead (Pb)[d]	Monthly Quarterly	1.5 µg/m^3 –	– 1.5 µg/m^3	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also considered a toxic air contaminant.	Primary: lead-based industrial process like batter production and smelters. Past: lead paint, leaded gasoline. Moderate to high levels of aerially deposited lead from gasoline may still be present in soils along major roads, and can be a problem if large amounts of soil are disturbed.

Sources: *California Air Resources Board Ambient Air Quality Standards chart, 05/17/2006 (http://www.arb.ca.gov/aqs/aaqs2.pdf)*
Sonoma-Marin Area Rail Transit Draft Air Pollutant Standards and Effects table, November 2005, page 3-52.
U.S. EPA and California Air Resources Board air toxics websites, 05/17/2006

Notes: *ppm = parts per million; µg/m3 = micrograms per cubic meter*

a *Annual PM10 NAAQS revoked October 2006; was 50 µg/m3. 24-hr. PM2.5 NAAQS tightened October 2006; was 65 µg/m3.*

b *12/22/2006 Federal court decision may affect applicability of Federal 1-hour ozone standard. Prior to 6/2005, the 1-hour standard was 0.12 ppm. Case is still in litigation.*

c *Rounding to an integer value is not allowed for the State 8-hour CO standard. A violation occurs at or above 9.05 ppm.*

d *The ARB has identified lead, vinyl chloride, and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM10 and, in larger proportion, PM2.5. Both the ARB and U.S. EPA have identified various organic compounds that are precursors to ozone and PM2.5 as toxic air contaminants. There is no threshold level of exposure for adverse health effect determined for toxic air contaminants, and control measures may apply at ambient concentrations below any criteria levels specified for these pollutants or the general categories of pollutants to which they belong.*

Project Level Conformity

The California Air Resources Board (CARB) and local management districts, Air Pollution Control District (APCD) operate a regional air quality-monitoring network in the South Central Coast Air Basin (Basin) that provides information on ambient concentration criteria air pollutants. The entire study area is within the Basin. A portion of the project area (2.2 miles) is located in Santa Barbara County and is governed by the SBCAPCD. The remaining section (3.8 miles) is located in Ventura County and governed by the VCAPCD. Areas not in compliance with the AAQS are deemed non-attainment areas.

Areas that have insufficient data to make a determination are deemed unclassified, and are treated as being attainment areas until proven otherwise. Using the ambient air monitoring data collected at the monitoring stations around Santa Barbara and Ventura counties, the Environmental Protection Agency (EPA) and CARB determine whether the counties are in attainment of the federal and state air quality standards.

The Basin is divided into 30 air-monitoring areas with a designated ambient air monitoring station representative of each area. Tables 2.2-2 and 2.2-3 (next page) show criteria pollutants emission data taken from three monitoring sites closest to the project site. Nitrogen Dioxide (NO_2) and Ozone (O_3) data was obtained from the Ventura-Emma Wood State Beach Station; Particulate Matter (PM_{10}, $PM_{2.5}$) and Carbon Monoxide (CO) measurements were obtained from the Santa Barbara – 700 East Canon Perdido Station; Sulfur Dioxide (SO_2) data was obtained from the Exxon Site 10 – UCSB West Campus Monitoring Station. The most recent data available from this station encompasses the years 2004 to 2006.

Table 2.2-2 Designations of Criteria Pollutants in Ventura Co. (Fed.&State)

Criteria Pollutant	Federal Standard (National Ambient Air Quality Standards)	Federal Attainment Status	California State Standard	State Attainment Status
Carbon Monoxide (CO)	35 ppm (1-hour avg.) 9.0 ppm (8-hour avg.)	**Attainment Unclassified**	20 ppm (1 hour avg.) 9.0 ppm (8 hour avg.)	**Attainment/ Maintenance**
Nitrogen Dioxide (NO2)	0.053 ppm	**Attainment/ Unclassified**	0.030 ppm (annual avg.) 0.18 ppm (1-hour avg.)	**Attainment**
Ozone (O3)	1 avg. hour revoked 6/15/05	**Revoked by EPA 6/15/05***	0.09 ppm (1-hour avg.)	**Non-Attainment**
Ozone (O3)	0.075 ppm (8 hour avg)	**Moderate Non-Attainment**	0.070 ppm (8-hour avg.)	**Non-Attainment**
Particulate Matter (PM10)	150 µg/m^3 (24 hour avg.)	**Attainment/ Unclassified**	50 µg/m^3 (24 hour avg.) 20 µg/m^3 (annual avg.)	**Non-Attainment**
Particulate Matter (PM2.5)	35 µg/m^3 (24 hour avg) 15 µg/m^3 (annual arithmetic mean)	**Attainment/ Unclassified**	12 µg/m^3 (annual avg.)	**Non-Attainment**

Source: Air Resources Board and Caltrans Air Quality Report 4/1/08
ppm=parts per million
National Ambient Air Quality Standard (NAAQS) California Ambient Air Quality Standard (CAAQS)
**1-hour Ozone federal attainment standard revoked after 8-hour standard implemented*

Table 2.2-3 Designations of Criteria Pollutants in Santa Barbara Co.(Fed.&State)

Criteria Pollutant	Federal Standard (NAAQS)	Federal Attainment Status	State Standard (CAAQS)	State Attainment Status
Carbon Monoxide (CO)	35 ppm (1 hour avg) 9.0 ppm (8 hour avg)	**Attainment**	20 ppm (1 hour avg.) 9.0 ppm (8 hour avg.)	**Attainment**
Nitrogen Dioxide (NO_2)	0.053 ppm (annual avg.)	**Attainment**	0.18 ppm (1-hour avg)	**Attainment**
Ozone (O_3)	1 avg. hour revoked 6/15/05	**Revoked by EPA 6/15/05***	0.09 ppm (1-hour avg.)	**Attainment**
Ozone (O_3)	0.075 ppm (8 hour avg)	**Attainment**	0.070 ppm (8 hour avg)	**Non-attainment**
Particulate Matter (PM_{10})	150 µg/m^3 (24 hour avg.)	**Attainment**	50 µg/m^3 (24 hour avg.) 20 µg/m^3(annual avg)	**Non-Attainment (24-hour and annual)**
Particulate Matter ($PM_{2.5}$)	35 µg/m^3 (24 hour avg) 15 µg/m^3 (annual arithmetic mean)	**Attainment Unclassified (24-hour and annual)**	12 µg/m^3 (annual avg.)	**Unclassified**

Source: Air Resources Board and Caltrans Air Quality Report 4/1/08
ppm=parts per million
National Ambient Air Quality Standard (NAAQS) California Ambient Air Quality Standard (CAAQS)
**1-hour Ozone federal attainment standard revoked after 8-hour standard implemented*

Ventura and Santa Barbara County are in attainment of federal and state standards for Carbon Monoxide (CO) and the project was also found to be in conformance according to Caltrans CO Protocol; therefore no further analysis is needed.

Ventura County is in attainment of federal standards for $PM_{2.5}$ and PM_{10}; however, Ventura County does not meet the state standards for $PM_{2.5}$ and PM_{10}. State of California Health and Safety Code Section 39614 requires air districts that violate state air quality standards for PM to adopt a schedule for implementing cost effective PM control measures. The two main sources of $PM_{2.5}$ are engine exhaust and PM formed in the atmosphere from other pollutants, such as Nitrogen Dioxide (NO_2) and Reactive Organic Gases (ROG). These pollutants react chemically in the atmosphere to form $PM_{2.5}$. Because existing District rules had already regulated these pollutants, VCAPCD staff did not propose new measures to control $PM_{2.5.}$ However, a schedule was developed for adopting new measures to reduce fugitive dust, a coarser form of PM, most commonly created by soil disturbed activities such as farming and construction operations, and strong winds blowing across disturbed and bare soil. The schedule included new fugitive dust control measures from the following sources: construction, earthmoving, demolition operation, bulk material handling, storage operations, agricultural operations, paved and unpaved roads, unpaved parking lots and staging areas, and weed abatement operations. The VCAPCD Board approved the PM control measures schedule on June 28, 2005.

Santa Barbara County is in attainment of federal standards for $PM_{2.5}$ and PM_{10} and of the state standard for $PM_{2.5}$; however, Santa Barbara County is designated as non-attainment

of the state standard for PM_{10}. Since the proposed project is located in Ventura and Santa Barbara County which are in attainment of federal standards for $PM_{2.5}$ and PM_{10}, a PM hot-spot analysis is not required. It was determined that this project meets the conformity requirements for $PM_{2.5}$ and PM_{10} in accordance with the March 10, 2006 Final Rule without a qualitative hot-spot analysis. Activities associated with the proposed project are not expected to result in adverse impacts to air quality or cause new violations; and are therefore consistent with the purposes of the State Implementation Plan (SIP). The proposed project therefore is considered to have met the statutory requirements of the Federal Clean Air Act and National Environmental Protection Act (NEPA). Conformity requirements would not apply to Santa Barbara County which is in attainment of all federal criteria pollutant standards of the NAAQS, but would apply to Ventura County which is in non-attainment of Federal 1 hour and 8-hour Standards for Ozone; therefore, conformity requirements are applicable to projects in Ventura County. On October 23, 2008, FHWA provided a final project level conformity determination. See Appendix J.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by state, federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986. All types of asbestos are hazardous and may cause lung disease and cancer.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations.

Mobile Source Air Toxics (MSATs)

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Federal Clean Air Act (FCAA). MSATs are compounds emitted from highway vehicles

and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the FCAA and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources (66 FR 17229, March 29, 2001). This rule was issued under the authority of Section 202 of the FCAA. In its rule, EPA examined the impacts of existing and newly issued mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA calculates that even with a 64 percent increase in Vehicle Miles Traveled (VMT), with these programs in place on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde will be reduced by 57 percent to 65 percent, and will reduce on-highway diesel Particular Matter (PM) emissions by 87 percent.

California's vehicle emission control and fuel standards are more stringent than Federal standards, and are effective sooner, so the effect on air toxics of combined State and Federal regulations is expected to result in greater emission reductions, more quickly, than the FHWA analysis shows. The FHWA analysis, with modifications related to use of the California-specific EMFAC model rather than the MOBILE model, would be conservative.

Unavailable Information Project Specific MSAT Impact Analysis

The Air Quality Assessment includes a basic analysis of the likely MSAT emission impacts of this project per FHWA guidance. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the project alternatives in this IS/EA. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

Information that is Unavailable or Incomplete

Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

Emissions

The EPA and California tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While both MOBILE 6.2 and EMFAC2007 versions are used to predict emissions at a regional level, they have limitations when applied at the project level. Both are trip-based models--emission factors are projected based on a typical trip of around 7.5 miles, and on average speeds for this typical trip. This means that neither model has the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, both models can only approximate emissions from the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the MOBILE 6.2 model results are not sensitive to average trip speed; however, particulate matter emissions from the EMFAC model are sensitive to trip speed. For California conditions diesel particulate matter emissions are treated the same as other emissions. Unlike MOBILE 6.2, the EMFAC model does not provide MSAT emission factors; off-model speciation of EMFAC's Total Organic Compounds output must be used to generate MSAT emissions. The emissions rates used in both MOBILE 6.2 and EMFAC are based on a limited number of vehicle tests.

These deficiencies compromise the capability of both MOBILE 6.2 and EMFAC2007 to estimate MSAT emissions. Both are adequate tools for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but neither is sensitive enough to capture the effects of travel changes caused by smaller projects or to predict emissions near specific roadside locations.

Dispersion

The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade

ago for the purpose of predicting episodic concentrations of carbon monoxide (CO) to determine compliance with the National Ambient Air Quality Standards (NAAQS). The CALINE4 model used in California is an improvement on the CALINE3- based EPA models, but was built primarily for CO analysis and has not been specifically validated for use with other materials such as MSATs. It would be difficult to use for averaging periods of less than 8 hours (health risk data for MSATs are typically based on 24-hr, annual, and long- term (30-70 years) exposure). Dispersion models are appropriate for predicting maximum concentrations that can occur at some time at some location within a geographic area, but cannot accurately predict exposure patterns at specific times at specific locations across an urban area to assess potential health risk. The National Cooperative Highway Research Program is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of adequate monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

Exposure Levels and Health Effects

Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs.

Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or in animals that demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or state level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at http://www.epa.gov/iris. The following toxicity information for the six prioritized MSATs was taken from the IRIS database:

- **Benzene** is characterized as causing decreased lymphocyte count and has non-cancer health endpoints of potential concern.
- **Acrolein** the primary health concern is not cancer, but rather a respiratory endpoint.
- **Formaldehyde** has respiratory endpoints and has non-cancer health endpoints of potential concern.
- **1,3-Butadiene** is characterized as causing ovarian atrophy and has non-cancer health endpoints of potential concern.
- **Acetaldehyde** is characterized as causing degeneration of the olfactory epithelium and has non-cancer health endpoints of potential concern.
- **Diesel exhaust** (DE) is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases. The particulate matter fraction of diesel exhaust (Diesel PM) has been identified by the CARB as a toxic air contaminant due to long-term cancer risk.

- **Diesel exhaust** is also connected with chronic respiratory effects, possibly the primary noncancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes particularly respiratory problems. Much of this research is not specific to MSATs, instead surveys the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above, nor enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of Impacts Based upon Theoretical Approaches or Research Methods Generally Accepted in the Scientific Community

Because of the uncertainties outlined above, a reliable quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emission changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of providing a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

MSAT Emissions in the Project Area

As discussed above, technical shortcomings of emission and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions, and effects of this project. However, even though reliable methods

do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions if any, from the various alternatives. Based on the FHWA MSAT analysis guidance (Federal Highway Administration, Memorandum: Interim Guidance on Air Toxics Analysis in NEPA Documents, February 3, 2006), the proposed project would be considered a project with potential meaningful differences in MSAT effects among project alternatives. Therefore, the level of emissions for the six priority MSATs for the NO BUILD and all BUILD alternatives were evaluated.

The peak period traffic volume and speeds for both mainline and HOV lanes were obtained to determine existing and future Vehicle Miles Traveled (VMT) for all alternatives. The peak period used in the analysis is from 6:30am-9:00am for the morning peak and from 3:30pm-6:30 pm for the afternoon peak. The off-peak period is all other times. The VMT is calculated using the traffic data (number of vehicles) divided by the length of the proposed project. Based on EMFAC2007, CT-EMFAC estimates composite emission factors by area-specific data, such as population, mileage accrual, temperature, relative humidity, and vehicle mix.

For each of the project alternatives, MSAT emissions from vehicles in HOVs were estimated separately because vehicle mix and travel activities are different from those in mixed-flow lanes. MSAT emissions for all alternatives in the existing, opening, and horizon years are summarized in Tables 2.2-4 through 2.2-6, respectively.

Table 2.2-4 Summary of MSAT Emissions in the Existing Year, 2006 (grams/day)

Alternatives	Time Period	Truck %	Total VMT	Diesel PM	Formaldehyde	Butadiene	Benzene	Acrolein	Acetaldehyde
Existing Mixed-Flow Lanes	Peak	7.0	160,002	1,132	1,070	260	1,256	59	335
	Off-Peak	7.0	240,084	1,698	1,605	391	1,885	89	502

Source: Caltrans Air Quality Study April 2008

The emissions are presented in grams per day of each pollutant for each scenario. Tables 2.2-5 and 2.2-6 show projected MSAT emissions in 2016 (opening year) and 2036 (horizon year), respectively.

Table 2.2-5 Summary of MSAT Emissions for Year 2016 (in grams per day)

Alternatives		Time Period	Truck %	Total VMT	Diesel PM	Formaldehyde	Butadiene	Benzene	Acrolein	Acetaldehyde
Alt # 1 (No-BUILD)	MF Only	Peak	7.3	203,244	635	477	105	547	24	157
		Off-Pk	12.6	221,778	1,346	788	159	781	36	273
Alt # 2 (Minimum Standard Part-Time HOV lane)	MF	Peak	9.2	162,906	661	452	96	488	22	152
		Off-Pk	12.6	221,778	1,346	788	159	781	36	273
	HOV	Peak	0	40,338	24	105	30	144	7	29
		Off-Pk	N/A; HOV lane in operation during peak periods only							
Alt # 3 (Full Standard Part-Time HOV lane)	MF	Peak	9.2	162,906	661	452	96	488	22	152
		Off-Pk	12.6	221,778	1,346	788	159	781	36	273
	HOV	Peak	0	40,338	24	105	30	144	7	29
		Off-Pk	N/A; HOV lane in operation during peak periods only							

Source Caltrans Air Quality Study April 2008

Table 2.2-6 Summary of MSAT Emissions for Horizon Year 2036 (grams per day)

Alternatives		Time Period	Truck %	Total VMT	Diesel PM	Formaldehyde	Butadiene	Benzene	Acrolein	Acetaldehyde
Alt # 1 (No-BUILD)	MF Only	Peak	7.3	258,306	399	286	53	305	12	103
		Off-Pk	6.3	281,850	422	381	90	442	21	122
Alt # 2 (Minimum Standard Part-Time HOV lane)	MF	Peak	9.2	207,042	395	261	54	277	12	90
		Off-Pk	6.3	281,850	453	462	114	541	26	144
	HOV	Peak	0	51,264	15	76	22	101	5	21
		Off-Pk	N/A; HOV lane in operation during peak periods only							
Alt # 3 (Full Standard Part-Time HOV lane)	MF	Peak	9.2	207,042	395	261	54	277	12	90
		Off-Pk	6.3	281,850	453	462	114	541	26	144
	HOV	Peak	0	51,264	15	76	22	101	5	21
		Off-Pk	N/A; HOV lane in operation during peak periods only							

Source Caltrans Air Quality Study April 2008

Both 2016 and 2036 result in similar trends that indicate a decrease in MSAT emissions for all BUILD Alternatives when compared to the existing MSAT emissions. Because the proposed project is not expected to attract rerouted trips from elsewhere in the transportation network, estimated VMT for each of the BUILD Alternatives are expected to be the same MINIMUM BUILD and FULL BUILD have the same overall (mainline plus HOV) MSAT emissions. As shown in Tables 2.2-5 and 2.2-6, all BUILD emissions are slightly higher than the NO BUILD MSAT emissions although the VMT stayed the same. This increase in emissions would be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Regardless of alternative chosen, emissions would likely be lower than present levels in the design year as a result of EPA's and California's control programs that are projected to reduce MSAT emissions by at least 57 to 87% between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases when compared to the present level.

Both 2016 and 2036 result in similar trends that indicate a decrease in MSAT emissions for all BUILD Alternatives when compared to the existing MSAT emissions. Because the proposed project is not expected to attract rerouted trips from elsewhere in the transportation network, estimated VMT for each of the BUILD Alternatives are expected to be the same MINIMUM BUILD and FULL BUILD have the same overall (mainline plus HOV) MSAT emissions. As shown in Tables 2.2-5 and 2.2-6, all BUILD emissions are slightly higher than the NO BUILD MSAT emissions although the VMT stayed the same. This increase in emissions would be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Regardless of alternative chosen, emissions would likely be lower than present levels in the design year as a result of EPA's and California's control programs that are projected to reduce MSAT emissions by at least 57 to 87% between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases when compared to the present level.

The additional travel lanes proposed as part of the project alternatives would have the effect of moving some traffic closer to nearby homes and/or businesses; therefore, under

BUILD alternatives, there may be localized areas where ambient concentrations of MSATs could be higher under certain BUILD alternatives than the NO BUILD alternative. The CARB's "Air Quality and Land Use Handbook" identifies the following land uses as particularly sensitive to MSATs: residential areas, schools, hospitals and other health care facilities, day care and other child care facilities, and parks and playgrounds. However, as discussed above, the magnitude and the duration of these potential increases compared to the NO BUILD alternative cannot be accurately quantified due to the inherent deficiencies of current models. When a highway is widened and, as a result, moves closer to receptors, the localized effect of a given amount of MSAT emissions for the BUILD alternatives may be higher relative to the NO BUILD alternative, but this should be offset due to increases in speeds and reductions in congestion. Also, MSATs would be lower in other locations when traffic shifts away from them. On a regional basis, the EPA and California vehicle fuel regulations and fleet turnover, would cause substantial reductions over time and in almost all cases, would cause region-wide MSAT levels to be significantly lower than today.

Construction/Temporary Impacts

Construction activities associated with the proposed project would be temporary and would last the duration of project construction. Currently, project construction is scheduled to start in early 2011 and the anticipated date of completion is 2015. The discussion below has concluded that project construction would not create adverse pollutant emissions for any of the alternatives under consideration. Short-term impacts to air quality would occur during minor grading/trenching, new pavement construction and the re-striping phase.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and various other activities. Emissions from construction equipment also are anticipated and would include CO, nitrogen oxides (NOx), volatile organic compounds (VOCs), directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate PM_{10}, $PM_{2.5}$, and small amounts of

CO, SO_2, NOx, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction activities for large development projects are estimated by the Environmental Protection Agency (EPA) to add 1.09 tonne (1.2 tons) of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Caltrans Standard Specifications (Section 10) pertaining to dust minimization requirements requires use of water or dust palliative compounds and would reduce potential fugitive dust emissions during construction.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NOx, VOCs and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO_2 is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal Standards can contain up to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and Air Resources Board regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO_2-related issues due to diesel exhaust would be minimal. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases.

Construction activity may generate a temporary increase in MSAT emissions. Project-level assessments that render a decision to pursue construction emission mitigation will benefit from a number of technologies and operational practices that should help lower short-term MSATs. In addition, SAFETEA-LU has emphasized a host of diesel retrofit

technologies in the law's CMAQ provisions – technologies that are designed to lessen a number of MSATs.

Avoidance, Minimization and/or Mitigation Measures

The proposed project would include Caltrans Standard Specifications pertaining to dust control and dust palliative. The provisions of Caltrans Standard Specifications, Section 7-1/OF "Air Pollution Control" and Section 10 "Dust Control" require the contractor to comply with the Ventura County Air Pollution Control District (VCAPCD) Rule 55 and Santa Barbara County Air Pollution Control District rules, ordinances, and regulations.

The SBCAPCD has established impact thresholds based on emissions to determine significant impacts for California Environmental Quality Act (CEQA) purposes. The threshold of significance for long-term emissions from a development project is the generation of 25 pounds per day of ozone precursors, including NOx and ROC. The SBCAPCD prepared the 2004 CAP to address violations of the AAQS. The PM_{10} air quality benefits will result from the implementation of ozone control measures adopted in the CAP that address ozone precursors ROG and NOx, by effectively reducing the chemical reactions involving NOx in the atmosphere that result in secondary PM_{10}.

The mitigation measures described in this section are designed to control emissions caused by project construction activities - grading, clearing, excavation, earth moving, and mobile equipment necessary to perform these activities.

Minimization Measures

The following measures should be included with the Resident's Engineer's (RE's) instructions. The first measure on this list is mandatory. Appropriate measures from the rest of this list, in addition to standard dust control measures found in the Caltrans Standard Specifications, should be implemented at RE's discretion to further reduce particulate emissions during construction.

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for this day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible.
- Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 mph or less.

- Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
- If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be covered with a tarp from the point of origin.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or re-vegetating, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.

Construction Impact Reduction – Equipment Exhaust

The following measures are recommended during project grading and construction to reduce NOx and $PM_{2.5}$ emissions from construction equipment.

- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Shall not idle the vehicles primary diesel engine for greater than 5 minutes at any location
- Only heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be used.
- The engine size of construction equipment shall be the minimum practical size.
- Construction equipment shall be maintained in tune per manufacturer's specifications.
- Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed on equipment operating on-site.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible. State law

requires drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:

- Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location
- Shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if you have a sleeper berth and you're within 100 feet of a restricted area (homes and schools).

In addition, all construction vehicles shall use California Air Resources Board approved on-road diesel fuel (when locally available) to reduce emissions of carbon monoxide, reactive organic gasses, and particulate matter during construction

Measures to control fugitive dust caused by project construction are presented in the Ventura County Air Quality Assessment Guidelines (VCAQAG), Rule 55, "Fugitive Dust Control Measures and/or Dust Control Techniques." Measures to control Valley Fever fungal spore entrainment are presented in Section 7.4.2, "Valley Fever Mitigation Measures." Measures to control ROC and oxides of nitrogen NOx emissions from project construction are presented in Section 7.4.3, "ROC and NOx Construction Mitigation Measures."

Since the air pollutant levels in Ventura County exceed the state and federal ozone standards and the state PM_{10} standard, it is recommended to implement measures in Rule 55, "Fugitive Dust Control Measures and/or Dust Control Techniques and 7.4.3, "ROC and NOx Construction Mitigation Measures," in all projects that include construction activities, with special attention given to projects that require a grading permit. If the project poses a risk for Valley Fever (see Section 6.3, "San Joaquin Valley Fever"), VCAPCD recommends that the measures in Section 7.4.2, "Valley Fever Mitigation Measures," be included (in addition to the measures in Rule 55, "Fugitive Dust Control and/or Dust Control Techniques) to minimize Valley Fever fungal spore entrainment.

Most of the construction impacts to air quality are short-term in duration and, therefore, will not result in adverse or long-term conditions. Air quality impacts resulting from construction activities would be reduced through the implementation of the following measures (but are not limited to):

- The construction contractor shall comply with Caltrans Standard Specifications (1999) Section 7-1.01F and Section 10.

Section 7, "Legal Relations and Responsibility," addresses the contractor's responsibility on many items of concern, such as: air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; and convenience of the public; and damage or injury to any person or property as a result of any construction operation. Section 7-1.01F 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. Section 10 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.

- Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions.
- Soil binder will be spread on any unpaved roads used for construction purposes, and all project construction parking areas.
- Trucks will be washed off as they leave the right of way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.
- To the extent feasible, establish ESAs for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited.
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM_{10} and deposition of particulate during transportation.
- Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.

- To the extent feasible, route and schedule construction traffic to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.

Naturally Occurring Asbestos (NOA)

While unlikely, if naturally occurring asbestos, serpentine, or ultramific rock is discovered during grading operations Section 93105, Title 17 of the California Code of Regulations requires notification to the APCD by the next business day and implementation of the following measures within 24 hours:

- Unpaved areas subject to vehicle traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos;
- The speed of any vehicles and equipment traveling across unpaved areas must be no more than fifteen (15) miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust that is visible crossing the project boundaries;
- Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos*;* and
- Activities must be conducted so that no track-out from any road construction project is visible on any paved roadway open to the public.
- Equipment and operations must not cause the emission of any dust that is visible crossing the project boundaries

2.2.7 Noise and Vibration

Regulatory Setting

California Environmental Quality Act

The California Environmental Quality Act requires a strictly NO BUILD versus BUILD analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under the California Environmental Quality Act, then the act dictates that mitigation measures must be incorporated into the project unless such measures are not feasible.

National Environmental Policy Act

The National Environmental Policy Act of 1969 and the California Environmental Quality Act provide the broad basis for analyzing and abating the effects of highway traffic noise. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between the National Environmental Policy Act and the California Environmental Quality Act.

23 Code of Federal Regulations 772

For highway transportation projects with Federal Highway Administration involvement, and Caltrans, as assigned, the Federal-Aid Highway Act of 1970 and the associated implementing regulations (23 Code of Federal Regulations 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria that are used to determine when a noise impact would occur. The noise abatement criteria differ depending on the type of land use under analysis. For example, the criterion for residences (67 decibels) is lower than the criterion for commercial areas with exterior frequent human use (72 decibels). The following table lists the noise abatement criteria for use in the National Environmental Policy Act and 23 Code of Federal Regulations 772 analysis. 23 CFR 772 requires that construction noise impacts be identified, but does not specify specific methods or abatement criteria for evaluating construction noise. However, the FHWA Roadway Construction Noise Model (Federal Highway Administration 2006) can be used to determine if construction would result in adverse construction noise impacts on land uses or activities in the project area.

The U.S. 101 HOV Lane Project under BUILD Alternatives 2 and 3 is considered to fall under the Type I Project category as defined by the Code of Federal Regulations Title 23 Part 772 (23 CFR 772). A Type I project is defined in 23 CFR 772 as follows. A proposed Federal or Federal-aid highway project for the construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes.

Methodology

Noise sensitive receivers in the project area that are subject to traffic noise impacts from freeway-generated noise were identified. Noise sensitive areas typically include residences, schools, libraries, churches and temples, hospitals, recreation and sport areas, playgrounds, hotels, motels and parks as shown in Table 2.2-7 on the next page.

Sound level readings, traffic counts and pertinent field data such as traffic flow speed and topography of the locations were used to develop the computer traffic noise model for each analysis site. The computer traffic noise model was then used to predict future noise levels in order to identify traffic noise impacts and recommend soundwalls for the impacted area. Future noise levels were also considered for a design period of 20 years without the project (The NO BUILD Alternative). The computer program Traffic Noise Model (TNM 2.5) and FHWA's Traffic Noise Prediction Model (FHWA-RD-77-108) were used in this analysis to develop the traffic noise model for both existing and design year conditions. Design year worst-hour noise levels are based on 2036 traffic volumes have been determined to increase by generally 1 to 2 decibels (dBA) over the existing worst-hour noise levels for both alternatives. The future noise levels have been predicted to be in the range of 51 – 72 dBA-Leq(h).

For this project, Caltrans Noise and Vibration Branch personnel performed a field survey of the entire area within the limits of the project. The survey included visiting the project sites in order to identify land uses within the project limits and to select the noise measurement sites. The entire area within the project limits was acoustically represented by 24 noise measurement site locations. Traffic noise readings were taken at 24 of the 28 site locations; the other 4 sites were modeled based on the information from the existing noise measurement at the nearest site.

Table 2.2-7 Noise Abatement Criteria

Activity Category	Noise Abatement Criteria, A-weighted Noise Level, dBA Leq(h)	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Source: Caltrans Traffic Noise Analysis Protocol, August 2006 A-weighted decibels are adjusted to approximate the way humans perceive sound. Leq(h) is the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over one hour.

The noise measurement sites were selected taking into consideration the following general site requirements:

1. Sites were acoustically representative of areas and conditions of interest. They were located at areas of human use.

2. Sites were clear of major obstructions between source and receiver. Microphone positions were more than 3 meters away from reflecting surfaces.

3. Sites were free of noise contamination by sources other than those of interest. Sites were not located near barking dogs, lawn mowers, pool pumps, air conditioners, etc.

4. Sites were not exposed to prevailing meteorological conditions that are beyond the constraints discussed in the Technical Noise Supplement.

Measurement of Existing Noise Levels

Twenty short-term (20-minute) and four long-term (24-hour) noise readings were taken to determine the existing noise environment in the project area. In addition, 4 sites were modeled. 24- hour readings were taken at locations representative of residential area within an interchange in order to determine the noisiest hour. Sound level meters were placed at the representative sites and were left to run continuously monitoring and recording noise levels for a 24-hour period. The short-term noise levels were recorded within each 24-hour noise monitoring for that particular area. The noise level data collected was then analyzed and adjusted using the 24-hour noise readings to determine the noisiest hour.

Additionally, two community background noise readings were taken within the project limits. Background noise is the total of all noise generated within a community and is measured away from the freeway where freeway traffic noise does not contribute to the total noise level. Background noise levels are typically measured to determine the acoustical feasibility (noise reducibility of 5 dBA) of noise abatement and to insure that noise reduction goals can be achieved. Noise abatement cannot reduce noise levels below background noise levels.

Short-term noise readings were taken from 8/13/07 to 8/15/07 between the hours of 9:28 a.m. and 3:25 p.m., using Metrosonics Model MS3080 sound level meter (serial numbers 3120, 3193, and 3194) placed 5 feet above the ground on a tripod. Measurements were taken for periods of 20 minutes at each location. Long-term noise readings were taken from 8/13/07 to 8/15/07 between the hours of 9:00 a.m. and 2:56 p.m., using Metrosonics Model MS3080 sound level meter (serial numbers 3126 and 3127) placed 5 feet above

the ground on a tripod. Measurements were taken for 24-hour or more at each location. Traffic speeds on U.S.-101 were determined by traveling in the flow of traffic and by observing the vehicle speed on the speedometer. The posted speed limit on the mainline U.S. 101 in the project area is 55 mph to 65 mph.

During the short-term measurements, Caltrans staff attended the sound-level meter. All readings were recorded only if no significant sound level contamination from sources other than the freeway traffic were present. The noise levels measured during the measurement period were logged.

In accordance with *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, August 2006*, a noise impact occurs when the future noise level within the project results in a substantial increase in noise level (defined as a 12-decibel or more increase), or when the future noise level within the project approaches or exceeds the noise abatement criteria. Approaching the noise abatement criteria is defined as coming within 1 decibel of the criteria.

Affected Environment

The project is built entirely on a coastal terrace adjoining the Pacific Ocean. The project is bordered to the east by coastal bluffs with heights up to about 600 feet. The ocean is to the west of the project for the entire length of the project. Noise-sensitive receptors within the project area include single-family residential areas, commercial areas, a hotel, a park, public beaches, and undeveloped lands to be developed in the future. There are no existing soundwalls. According to Federal Highway Administration Noise Abatement Criteria, the noise abatement criteria for the exterior of residential areas is 67 decibels. See Figure 2.2-1 for typical noise levels.

Land Use and Sensitive Areas

The existing land use within the project limits is comprised of residential, commercial, park, land to be developed, and hotel/motel. There is one park located on the southwest corner of U.S. 101 and Bailard Avenue. There are many commercial developments within the project limits, but none with exterior frequent human use as defined in the Protocol.

Figure 2.2-1 on the next page lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this section with common activities.

Existing Traffic Noise

The noise environment in the project area is dominated by traffic traveling the State U.S. 101. There are no existing soundwalls within the project limits. Tables 2.2-8 and 2.2-9 summarize short-term sound level measurements taken in the project area and the noise modeling results for existing conditions. The measurements and modeling results indicate

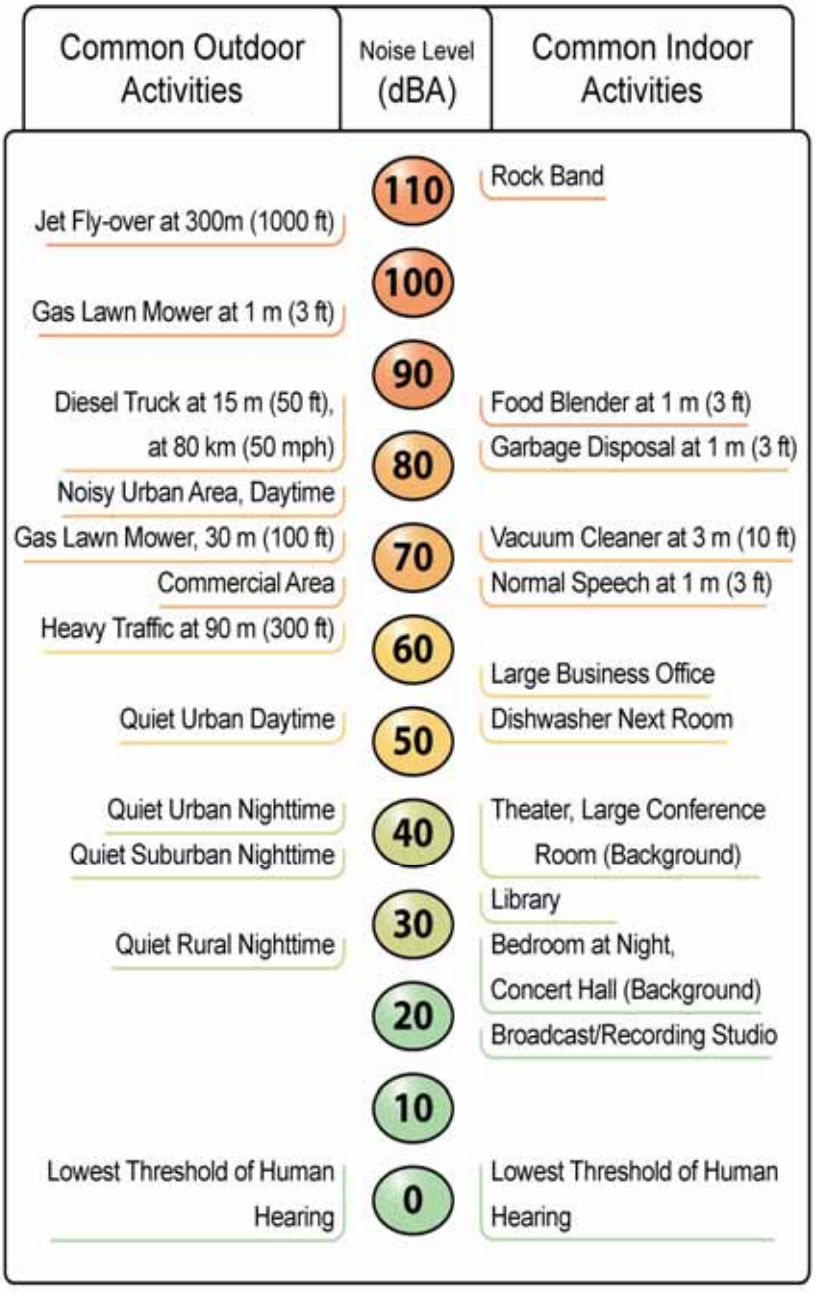


Figure 2.2-1 Typical Noise Levels decibels (dBA)

Table 2.2-8 Noise Measurements and Modeling results (Northbound)

Receiver	Direction	Location	Existing Worst-Hour Noise Level dBA – Leq [h]	Future NO BUILD Noise Levels dBA – Leq [h] Alt. 1	Future Worst-Hour Noise Level dBA – Leq [h] "MINIMUM BUILD"	Impact Type N=No Impact A=Approaches E=Exceeds	Future Worst-Hour Noise Level dBA – Leq [4] FULL BUILD	Impact Type N=No Impact A=Approaches E=Exceeds
Site #B	Northbound	6726 Ojai Avenue	67.2	68.9	70.2	E	70.2	E
Site #BM1		Modeled Site	-	65.8	67.1	E	67.1	E
Site #BM2		Modeled Site	-	63.7	65.1	N	65.1	N
Site #B1		6832 Zelzah Avenue	67.3	68.2	69.8	E	69.8	E
Site #B2		6953 W. Surfside Street	69.1	69.9	71.5	E	71.5	E
Site #B3		7003 W. Surfside Street	66.4	67.4	69.3	E	69.3	E
Site #B4		7128 Carpinter-ia Avenue	65.4	66.3	68.4	E	68.4	E
Site #B4M1		Modeled Site	-	63.3	65.2	N	65.2	N
Site #B4M2		Modeled Site	-	61.9	63.7	N	63.7	N
Site #C4		6550 Calle Garreta	56.4	58.2	58.6	N	58.6	N
Site #D		6180 Via Real SP 123	63.7	66.5	65.6	A	65.6	A
Site #D1		6180 Via Real SP118	66.5	67.4	67.2	E	67.2	E
Site #D2		1015 Bailard Ave #A	66.8	68.0	68.2	E	68.2	E
Site #D3		1010 Bailard Avenue	63.9	65.2	65.3	N	65.3	N
Site #D4		5946 Via Real	61.0	61.2	61.2	N	61.2	N
Site #D5		5926 Via Real	67.2	67.2	67.8	E	67.8	E
Site #D6		5910 Via Real	69.4	69.4	70.9	E	70.9	E

SourceCaltrans Noise Study Report 2007

Table 2.2-9 Noise Measurements and Modeling results (Southbound)

Receiver	Direction	Location	Existing Worst-Hour Noise Level dBA – Leq [h]	Future No BUILD Noise Levels dBA – Leq [h] Alt. 1	Future Worst-Hour Noise Level dBA – Leq [h] "MINIMUM BUILD"	Impact Type N=No Impact A=Approach E=Exceeds	Future Worst-Hour Noise Level dBA – Leq [4] FULL BUILD"	Impact Type N=No Impact A=Approach E=Exceeds
Site #A	Southbound	6711 Breakers Way	63.5	66.3	65.4	N	65.4	N
Site #A1		6614 Old PCH	64.9	67.8	67.2	E	67.2	E
Site #A2		6666 Old PCH	65.3	67.3	66.5	E	66.5	E
Site #A3		6292 Ocean Ave	65.2	66.4	65.8	A	65.8	A
Site #A4		6762 Breakers Way	66.2	68.0	67.4	E	67.4	E
Site #A5		6776 Breakers Way	66.0	67.8	67.1	E	67.1	E
Site #C		8050 Puesta Del Sol	62.0	62.2	62.6	N	62.6	N
Site #C1		8068 Puesta Del Sol	56.8	59.2	59.0	N	59.0	N
Site #C2		8107 Buena Fortuna St.	49.0	51.2	51.6	N	51.6	N
Site #C3		#2 Rincon Point Lane	51.8	51.8	51.8	N	51.8	N
Site #D7		Park @ Bailard Street	56.2	56.2	56.8	N	56.8	N

Source Caltrans Noise Study report 2007

that existing traffic noise levels for the residential area typically range between 48.0 and 68.3 dBA-Leq(h). The 24-hour noise readings were taken at Sites #A through #D (4 total). For Mussel Shoals community (Site #A), the existing worst-hour noise level was measured to be 63.5 dBA-Leq(h) between 7:19 a.m. and 8:19 a.m. in the morning. The noisiest hour for La Conchita (Site #B) was determined to be 67.2 dBA-Leq(h) between the hours of 5:04 a.m. and 6:04 a.m. For Rincon Point community (Site #C), the existing worst-hour noise level was measured to be 62.0 dBA-Leq(h) between the hours of 3:07 p.m. and 4:07 p.m. The noisiest hour in the City of Carpinteria between Rincon Road and Bailard Avenue occurred between 8:17 a.m. and 9:17 a.m., the existing worst-hour noise level being 62.7 dBA-Leq(h). Background noise levels measured at two locations and

ranged from 50.0 to 51.0 dBA-.Leq(h). The noise measurement and analyses locations are shown on the aerial photographs in Appendix F for both viable BUILD alternatives.

The traffic noise analysis indicates that the residential areas in Mussel Shoals, La Conchita, and City of Carpinteria within the project area will be impacted after project completion under all alternatives [i.e. the noise level will approach or exceed FHWA Noise Abatement Criteria (NAC)]. Since traffic noise impacts have been identified, noise abatement has been considered for the impacted receivers. As stated in 23 CFR 772 and in Caltrans Protocol, noise abatement has only been considered where noise impacts are predicted and where frequent human use occurs and where a lowered noise level would be of benefit. For all impacted receptors, noise abatement has been evaluated for preliminary acoustical feasibility (noise reduction of 5 dBA or more) and reasonableness (cost effective).

Environmental Consequences

NO BUILD Alternative

Under the NO BUILD Alternative, existing conditions would remain and no impacts to noise or vibration due to construction would occur.

BUILD Alternatives

Existing noise levels were recorded at 24 locations and modeled at 4 locations that represented the noise sensitive areas along U.S. 101 in Ventura and Santa Barbara Counties within the project limits. The existing noise levels recorded at various residences/park ranged between 48 and 68 dBA-Leq(h). Soundwalls have been recommended along the northbound and southbound sides of the U.S. 101 freeway. It must be noted that the proposed location, length, noise reduction, and number of benefited residences of each soundwall are the same for both BUILD alternatives. Calculations based on preliminary design data indicate that the recommended barriers would reduce future noise levels from 5 to 9 decibels (dBA) for approximately 136 residences under BUILD alternatives. The total reasonable cost allowance for the recommended soundwalls is $7,048,000 for both BUILD alternatives. The total length of the recommended barriers for both BUILD alternatives is 7,514 feet and minimum heights would be 10 or 12 feet depending on location. If, during the final design, conditions have changed substantially, then the recommended noise abatement measures in this report may also change. The final decision for noise barrier construction will be made upon completion of the project design and the public involvement process.

The locations where predicted traffic noise levels approach/exceed the Noise Abatement Criteria of 67 dBA-Leq(h) were recorded for Activity Category B. The Activity Category

B land uses within the project limits under consideration include residential properties. It was predicted that the future carpool lane project along U.S. 101 would impact many of the residential areas adjacent to the freeway within the project limits. Proposed soundwall locations are shown in Appendix F.

Residential Areas

All impacted residential areas have been considered for noise abatement. They are represented by Sites #A1 thru #A5 in Mussel Shoals, Sites #B thru #B4 in La Conchita, and Sites #D, D1, D2, D5, and D6 in the City of Carpinteria.

Hotels/Motels

The Cliffhouse Inn located in Mussel Shoals is represented by field reading Site #A1.

Parks

There is one park/recreational area located at Bailard Avenue within the project limits. No traffic noise impacts at the future predicted noise level of 66 dBA-Leq (h) or above has been predicted at this park. Based on predicted noise levels, freeway traffic noise impact has not been predicted to occur at the park located on the southwest corner of U.S. 101 and Bailard Avenue.

Commercial Developments

There are no commercial developments with exterior frequent human use.

Undeveloped Lands

There are two undeveloped land parcels that will be developed in the future. At 6380 Via Real, 73 single-family units and an office building of 85,000 square feet was approved by the City Council (September 8, 2008). At the "Bluffs 3", King Resorts with 213 hotel rooms has been proposed for construction.

The residential areas of Mussel Shoals, La Conchita, and the City of Carpinteria qualified for noise abatement consideration as part of a Type I project. Therefore, various heights of acoustically feasible soundwalls have been provided as noise abatement measure for both BUILD alternatives. Proposed soundwalls SW 101 and SW 102 in Mussel Shoals benefit approximately 43 residences; SW 103 and SW 104 in La Conchita benefit 44 residences. In the City of Carpinteria, proposed soundwalls SW 105, SW 106, SW 107, SW 108 provide noise reduction to 31 and 18 residences.

Proposed Acoustically Feasible Soundwalls For BUILD Alternatives:

In the community of Mussel Shoals, a soundwall survey was sent to residents who voted by a majority response in favor of Soundwall 101 and 102 construction. Two 10-foot

minimum height to 14 foot maximum height soundwalls were determined to provide the minimum required 5 dBA noise reduction for the areas represented by sites A-1 through A-5 (43 residences in Mussel Shoals) (see Table 2.2-10 and Appendix F). The proposed barriers would be constructed along the shoulder of the highway. Proposed SW101 would partially obstruct the view of the Cliff House Inn from the U.S. 101. Therefore, the views of the affected property owners (i.e. the owners of impacted residences represented by Site #A1 and commercial property owner) must be considered before making a final noise abatement decision. Community members have expressed the desire for SW101; however, every effort, such as tapering the soundwalls, would be made to maintain visibility of the Cliff House Inn from U.S.101.

Table 2.2-10 Proposed Soundwalls for BUILD Alternatives (Mussel Shoals)

Mussel Shoals Receptor # and Location	Predicted 2036 worst hour Noise Level dBA Leq(h)	Soundwall Number(s)	Predicted 2036 Noise level with 10-foot soundwall dBA Leq(h)	Predicted 2036 Noise Reduction (minimum 5- dBA Leq(h))
A1-6614 Old PCH	67	101+102	65	-
A2- 6666 Old PCH	67	101 + 102	61	6
A3 – 6292 Ocean Ave	66	102	60	6
A-4 6762 Breakers Way	67	102	61	6
A-5 6776 Breakers Way	67	102	62	5

Caltrans Noise Study Report 12/24/07 Table 4

In La Conchita, a soundwall survey was sent to residents, who voted by majority response not to construct soundwalls with the understanding that noise will not be abated as recommended by Caltrans.

Table 2.2-11 Proposed Soundwalls for BUILD Alternatives (La Conchita)

La Conchita Receptor # and Location	Predicted 2030 worst hour Noise Level DBA Leq(h)	Soundwall Number(s)	Predicted sound level12 foot Soundwall dBA Leq(h)	Predicted Noise Reduction (minimum 5- dBA Leq(h))
B - 6726 Ojai Avenue	70	103+104	63	7
BM1 – Modeled site	67	103+104	61	6
B1- 6832 Zelzah Ave	70	103+104	65	5
B2 – 6953 W. Surfside Street	72	104	64	8
B3 – 7003 w. Surfside Street	69	104	62	7
B4 – 7128 Carpinteria Avenue	68	104	62	6

Caltrans Noise Study Report 12/24/07 Table 4

In Carpinteria, a soundwall survey was sent to residents who voted by a majority response not to construct soundwalls with the understanding that noise will not be abated as recommended by Caltrans.

Table 2.2-12 Proposed Soundwalls for BUILD Alternatives (Carpinteria)

Carpinteria Receptor # and Location	Predicted 2030 worst hour Noise Level dBA Leq(h)	Soundwall Number(s)	Predicted sound level with 12 ft. soundwall dBA Leq(h)	Predicted Noise Reduction (minimum 5- dBA Leq(h))
D – 6180 Via Real SP123	66	105 + 106	61	**5**
D1 – 6180 Via Real SP118	67	105 + 106	61	**6**
D2-1015 Bailard #A	68	105 + 106	62	**6**
D5 – 5926 Via Real	68	107 + 108	62	**6**
D6-5910 Via Real	71	107 + 108	63	**8**

Caltrans Supplemental Traffic Noise Study Report 04/15/08 Table 4 and 5 (revised)

The determination of whether or not the proposed barriers are reasonable to construct is made in the Noise Abatement Decision Report (NADR) prepared by the Project Design Department, and included as part of the draft and final environmental documents.

Calculations based on preliminary design data indicate that the proposed noise barriers will reduce noise levels by 5 dBA to 9 dBA for approximately 136 residences at a total reasonable cost allowance of $7,048,000 for the U.S. 101 HOV Project under BUILD alternatives. This total reasonable cost allowance of $7,048,000 is below half of the total project cost for BUILD alternatives ($49,000,000 for MINIMUM BUILD Alternative and $57,500,000 for FULL BUILD Alternative) and therefore, as per TNAP guidelines, it was determined that no modification in reasonable allowance was necessary.

CONSTRUCTION NOISE

During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by Caltrans standard specifications, Section 7-1.01I, Sound Control Requirements. These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations.

Equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dBA per doubling of distance. Normally, construction noise levels should not exceed 86 dBA (Lmax) at a distance of 50 feet.

Avoidance, Minimization and/or Mitigation Measures

California Environmental Quality Act

Because there are no significant impacts under CEQA, there are no mitigation measures under CEQA. Only acoustically feasible and reasonable noise barriers would be

recommended to reduce noise impacts to less than significant, and landscape treatments would be used to minimize visual impacts to less than significant.

National Environmental Policy Act

Based on the Traffic Noise Study Report dated 12/24/07, Caltrans intends to incorporate noise abatement measures for the proposed project in the form of soundwalls on the edge of shoulder and state right of way in order to attenuate traffic noise in the impacted areas of Mussel Shoals, La Conchita and the City of Carpinteria. The total barrier length would be 7,514 feet long and a minimum of 10 feet in height (Mussel Shoals) and a minimum 12 feet in height (La Conchita and City of Carpinteria). Calculations based on preliminary design data indicate that the barrier(s) would reduce noise levels by five to nine decibels for 136 residences at a cost of $7,048,000.

Avoidance Measure

The final decision of the noise abatement would be made upon completion of the project design and the public involvement processes. The decision on noise abatement measures is made by Caltrans, considering the results of the reasonableness determination and information collected during the public input process. The opinions of the affected property owners are considered in reaching a final decision on the noise abatement measures to be provided. Noise abatement within the State right-of-way would not be provided if more than 50% of the affected property owners do not want it.

Soundwall Survey

At various meetings, affected property owners voiced concerns regarding the proposed soundwalls. Therefore, Caltrans sent soundwall surveys to affected property owners to determine and document whether or not they wanted the soundwalls. It is Caltrans policy not to construct soundwalls if more than 50% of the affected property owners do not want them. As a result of the survey, no soundwalls will be built in Carpinteria at Bailard Avenue or in the community of La Conchita. Soundwalls 101 and 102 will be built in Mussel Shoals. Results from the surveys have been outlined in Table 2.2-13 on the next page.

Table 2.2-13 Soundwall Survey Results

Communities/ Affected Property Owners Surveyed	Number of surveys sent	Number returned	Responses				Results
			No	%	Yes	%	
Casitas Village	52	31	30	58%	1	2%	No Soundwall
Vista Del Mar	73	65	64	88%	1	1%	No Soundwall
Vista De Santa Barbara Mobile Home Park	31	82*	76	92%	6		No Soundwall
La Conchita	193	108	103	53%	2	1%	No Soundwall
Mussel Shoals	48	27	2	4%	25	53%	Soundwalls 101 and 102 will be constructed

*Source: Caltrans 2008 *the mobile home park management copied and distributed the noise survey to additional tenants, so this number reflects affected and non-affected property owners within the park. The number of affected property owners voting against the wall was 18 out of 31(representing over 50%)..*

Some property owners opposing the proposed soundwalls included comments on their survey forms regarding loss of existing views, reduced property values, and graffiti.

Operational Abatement Measures

Construction noise impacts are regulated by Caltrans standard specifications, Section 7-1.01l, Sound Control Requirements. These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal rules, regulations and ordinances. In addition, the Standard Specifications require that all contractors equipment operating on the job site be equipped with mufflers that are recommended by the manufacturer of the vehicle.

Caltrans Special Provision 300 states that "The noise level 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 45 feet. This requirement shall not relieve the Contractor from responsibility for complying with local ordinances regulating noise level.

No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard specifications and would be short-term, intermittent, and dominated by local traffic noise. Implementing the following measures would minimize temporary construction noise impacts:

- Construction is not expected to occur at night. Most of the work would be on the highway and work extending beyond normal work hours would be coordinated in advance with the city and county.

- Equipment Noise Control should be applied to revising old equipment and designing new equipment to meet specified noise levels.
- In-Use Noise Control where existing equipment is not permitted to produce noise levels in excess of specified limits.
- Site restrictions is an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.
- Personal training of operators and supervisors is needed to become more aware of the construction site noise problem, and are given instruction on methods that they can implement to improve conditions in the local community.

2.3 BIOLOGICAL ENVIRONMENT

2.3.1 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 United States Code 1344) is the primary law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers with oversight by the Environmental Protection Agency.

The Executive Order for the Protection of Wetlands (Executive Order 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this

executive order states that a federal agency, such as the Federal Highway Administration, and Caltrans as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game and the Regional Water Quality Control Boards. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the California Department of Fish and Game before beginning construction. If the California Department of Fish and Game determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. The California Department of Fish and Game's jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the Army Corps of Engineers may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the Department of Fish and Game.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The Regional Water Quality Control Boards also issue water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

Affected Environment

There are drainages with existing culverts near Mussel Shoals, La Conchita and Tank Farm that cross under the highway and drain into the Pacific Ocean.

Environmental Consequences

Under the NO BUILD alternative, existing conditions would remain and no impacts to wetlands or other waters would occur.

The MINIMUM BUILD alternative would not impact the drainage culverts, so no impacts to wetlands or other waters would occur.

The FULL BUILD alternative would involve culvert extensions of which six are considered jurisdictional under the Clean Water Act and the California Department of Fish and Game Code. These culverts are located between Mussel Shoals and Tank Farm.

Avoidance, Minimization and/or Mitigation Measures

The six jurisdictional drainages with culvert extensions associated with the FULL BUILD Alternative would require work to be done during the dry season (April 1 through October 31) and would have both permanent and temporary impacts to jurisdictional waters of the U.S. This work would require permits under sections 404 and 401 of the Clean Water Act from the U.S. Army Corps of Engineers and the Regional Water Quality Control Board and a Streambed Alteration Agreement under Section 1601 of the California Department of Fish and Game Code 1600 (et seq.). The project would also require a coastal development permit.

2.3.2 Plant Species

Regulatory Setting

The U.S. Fish and Wildlife Service and California Department of Fish and Game share regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special-status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act and/or the California Endangered Species Act. Please see the Threatened and Endangered Species, Section 2.3.5, in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including California Department of Fish and Game fully protected species and species of special concern, U.S. Fish and Wildlife Service candidate species, and non-listed California Native Plant Society rare and endangered plants.

The regulatory requirements for the Federal Endangered Species Act can be found at United States Code 16, Section 1531, et. seq. See also 50 Code of Federal Regulations Part 402. The regulatory requirements for the California Endangered Species Act can be found at California Fish and Game Code, Section 2050, et. seq. Caltrans projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Sections 1900-1913, and the California Environmental Quality Act, Public Resources Code, Sections 2100-21177.

A Natural Environmental Study for this project was completed by Caltrans Division of Central Coast Environmental Management on 11/21/07. Study methods utilized by

Caltrans included site visits, focused botanical surveys, a review of past projects in the area, a search of the California Natural Diversity Database, and obtaining a species list of Federal endangered and threatened species from the U.S. Fish and Wildlife Service. The focused botanical surveys for potential listed plant species occurred during the appropriate times of the year. The site visits included an evaluation of drainages with culverts in order to determine jurisdictional status in relation to the Clean Water Act and the California Department of Fish and Game code. The Biological Study Area (BSA) was determined based on the limits of disturbance required for construction activities and species dispersal and distribution patterns.

Affected Environment

The project is located in coastal Southern California and covers a distance of 6 miles just west of Mobil Pier Undercrossing (PM 39.8) in Ventura County to 2.2 miles into the City of Carpinteria in Santa Barbara County along the U.S. 101. The project is located adjacent to the coast in an area where the Santa Ynez Mountain range abuts the Pacific Ocean. The majority of the disturbance associated with this project will take place within the existing actively maintained highway median and within state right of way. The highway median consists of a combination of ruderal and landscaping vegetation.

Within the community of La Conchita, a pedestrian under crossing (PUC) is proposed to connect the public with the beach along the Pacific Ocean. Environmental Studies for the PUC were completed and analyzed in the Mussel Shoals/La Conchita Access Improvement Project Mitigated Negative Declaration/Findings of No Significant Impact dated June 2002.

Adjacent to the community of Mussel Shoals (ocean side of the U.S. 101) between the Ocean Avenue Interchange and the southern limits of the project, the limit of widening will be within the state right of way. Within this area, the Pacific Ocean is adjacent to the U.S. 101 in the southwest direction. Between the ocean and the U.S. 101 there is a small strip of native and non-native ruderal vegetation above the riprap that runs the length of the beach within this section of the project. On the inland side of the U.S. 101 between the community of La Conchita and the southern limits of this project, ruderal vegetation exists along a narrow strip of land that abuts the railroad right of way and the highway.

Environmental Consequences

Focused botanical surveys on 3/27/07, 5/29/07, 8/7/07 and 10/25/07 confirmed that sensitive plant species do not occur within or directly adjacent to the area of impact; therefore there would be no impacts to sensitive plant species as a result of the BUILD alternatives. The majority of project disturbance would occur within the existing median

that is characterized as ruderal vegetation with a few landscape plantings of Myoporum laetum. Vegetation within and adjacent to the project limits consists of the following species:

- Radish *(Rapanus sativus*)
- Pearly everlasting *(Anaphalis margaritacea)*
- Ripgut brome *(bromus diandrus*)
- Fennel *(Foeniculum vulgare*)
- Bristly ox-tongue *(Picris echioides)*
- Coyote bush (*Baccharis pilularis*)
- Ice plant (*Carpobrotus chilensis*)
- Bindweed (*Convolvulus sp.)*
- Bermuda butter cup (*Oxalis pes-capre)*
- Cheeseweed (*Malva parviflora)*
- Filaree (*Erodium sp.)*
- Kikuyu grass (*Pennisetum clandestinum*)
- Fountain grass (*Pennisetum seetaceum*)
- Tree tobacco (*Nicotiana glauca)*
- Saltbush (*Atriplex lentiformis*)
- Red brome (*Bromus madritensis ssp. Rubens*)
- Burclover (*Medicago sp*.)
- Plantain (*Plantago lanceolata*)
- Bermuda grass (*Cynodon dactylon*)
- Lemonade berry (*Rhus integrifolia)*
- Giant rye grass (*Leymus condensatus*)
- Rice grass (*Piptatherum miliaceum)*
- Foxtail (*Hordeum murinum*)
- Garden nasturtium (*Tropaeolum)*
- Castor bean (*Ricinus communis*)
- Oats (*Avena sp.)*

Avoidance, Minimization and/or Mitigation Measures

Avoidance and minimization measures for this project include the establishment and use of Environmentally Sensitive Area (ESA) fencing. The ESA limits will be shown on the final plan sheets. Prior to construction the Resident Engineer shall contact Caltrans District 7 Construction Liaison or appropriate Environmental Planning staff in order to set up the ESA limits in the field.

2.3.3 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service, the National Oceanographic and Atmospheric Fisheries Service, and the California Department of Fish and Game are responsible for implementing these laws.

This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or Federal Endangered Species Act. All other special-status animal species are discussed here, including California Department of Fish and Game fully protected species and species of special concern, and the U.S. Fish and Wildlife Service or National Oceanographic and Atmospheric Fisheries Service candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act
- Marine Mammal Protection Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1601 – 1603 of the Fish and Game Code
- Sections 4150 and 4152 of the Fish and Game Code

For projects within the Coastal Zone, consult the regulations and policies of either the Coastal Commission or the Bay Conservation and Development Commission, as applicable.

Affected Environment

Areas within the project limits are generally disturbed and provide poor quality habitat for wildlife. Species observed during field reviews include western fence lizards (Sceloporus occidentalis), western gulls (Larus occidentalis) and California gulls (Larus californicus).

Environmental Consequences

The BUILD alternatives would not impact any federal or state listed species or any other sensitive animal species.

Avoidance, Minimization and/or Mitigation Measures

Avoidance and minimization measures for this project include the establishment and use of Environmentally Sensitive Area (ESA) fencing. The ESA limits will be shown on the final plan sheets. Prior to construction the Resident Engineer shall contact District 7 Construction Liaison or appropriate Environmental Planning staff in order to set up the ESA limits in the field.

2.3.4 Invasive Species

Regulatory Setting

On February 3, 1999, President Bill Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem, whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999 directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of the National Environmental Policy Act analysis for a proposed project.

Affected Environment

The following plant species were found within the project limits and are on the California Invasive Plant Council List of Invasive species.

- Radish *(Rapanus sativus*)
- Ripgut brome (*bromus diandrus)*
- Fennel (*Foeniculum vulgare*)
- Bristly ox-tongue (*Picris echioides*)
- Bindweed (*Convolvulus sp.)*
- Bermuda butter cup (*Oxalis pes-capre*)
- Filaree (*Erodium sp.)*
- Kikuyu grass (*Pennisetum clandestinum)*
- Fountain grass (*Pennisetum seetaceum*)
- Tree tobacco (*Nicotiana glauca*)
- Red brome (*Bromus madritensis ssp*. Rubens)
- Burclover (*Medicago sp*.)
- Plantain (*Plantago lanceolata*)
- Bermuda grass (*Cynodon dactylon*)
- Rice grass (*Piptatherum miliaceum*)
- Foxtail (*Hordeum murinum*)
- Castor bean (*Ricinus communis)*

Environmental Consequences

There would be no impacts because none of the affected species on the California list of Noxious Weeds is currently used by Caltrans for erosion control or landscaping in Ventura or Santa Barbara County.

Avoidance, Minimization and/or Mitigation Measures

To avoid and minimize the spread of invasive weeds, the invasive species removed during construction activity and would not be replanted as part of highway landscaping. Care shall be taken to avoid including any species that occur on the California Invasive Plant Council's Invasive Plant inventory in Caltrans erosion control seed mix or landscaping plans for the project. In compliance with the Executive Order on Invasive Species, Executive Order 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

2.4 Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative impact assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations

Project Specific Resources Considered in the Cumulative Impact Analysis

A cumulative impact analysis is required whenever an environmental document is prepared (i.e., an Environmental Assessment (EA), Environmental Impact Statement (EIS), or an Environmental Impact Report (EIR)). The purpose of a cumulative impact analysis is to analyze the potential incremental environmental impacts associated with a project in conjunction with past, present, and reasonably foreseeable future projects.

Based upon the analysis in this IS/EA regarding the potential for the proposed project to result in direct and/or indirect impacts to certain resources, the following environmental issues have been identified for consideration in the cumulative impact analysis:

- Aesthetics and Visual Resources
- Air Quality
- Noise
- Traffic and Transportation (bicycle/pedestrian facilities)

Affected Environment

Resource Study Areas

This section discusses the resource study area (RSA) defined for each of the resource areas to discuss cumulative impacts. Each RSA is delineated to include the project area as well as areas outside of the project area where the proposed project activities, in combination with activities in the other areas, could contribute to cumulative impacts on common resources.

Aesthetics/Visual Resources

The RSA for aesthetic and visual resources includes views of and from the proposed project area, which is primarily defined by the U.S. 101 corridor. Within the project area, U.S. 101 is bound by the Pacific Ocean to the west and the Santa Ynez Mountains to the east. Views of the Pacific Ocean dominate the western viewshed of the project alignment and are highly valued by residents in several coastal communities near the proposed project. Communities located in the viewshed of the project area include Mussel Shoals, La Conchita, Rincon, and southern portions of the City of Carpinteria. Projects located within the viewshed that could potentially impact views in the area, in particular the views of the Pacific Ocean, would contribute to cumulative visual impacts.

Air Quality

The RSA for air quality includes Santa Barbara County and Ventura County, both of which are located within the South Central Coast Air Basin (Basin) along with San Luis Obispo County. The primary agencies responsible for regulations to improve air quality in the Basin are the Ventura County Air Pollution Control District (VCAPCD), Santa Barbara County Air Pollution Control District (SDBAPCD), and the California Air Resources Board (CARB). Additionally, the SCAG and SBCAG work closely with VCAPCD and SBCAPCD to determine how anticipated future growth and vehicular travel in the Basin would affect air quality planning and analysis. Projects within the

Basin that could potentially affect air quality in the Basin would contribute to cumulative air quality impacts.

Noise

The RSA for noise includes communities and other public spaces within and near the project area where sensitive noise receptors may be located. Existing sensitive noise receptors in the vicinity include bikeways, single family residences, a hotel, park space, and land which is currently vacant but under consideration for future development. Projects that could result in either temporary or permanent increases in noise levels within these areas would contribute to cumulative noise impacts.

Traffic and Transportation

The RSA for traffic and transportation includes transportation facilities within the project area as well as regional transportation systems. Projects planned for the facilities within the project vicinity, as well as projects throughout Santa Barbara County and Ventura County, with the potential to impact traffic and transportation facilities, would contribute to cumulative traffic and transportation impacts.

Historical Context

This section discusses the existing setting and condition of each of the RSA areas, and acts as a baseline for determining which project impacts would contribute to cumulative impacts.

Aesthetics/Visual Resources

The natural visual resources within the RSA consist of the Pacific Ocean, coastal bluffs, hillsides, relatively varied topography, exposed geological formations, and mostly ruderal and landscaping vegetation. High quality views of resources are available from public locations along U.S. 101, nearby beaches, and communities. Common views in the region include dramatic vistas of coastal bluffs and hillsides to the northeast of U.S. 101 and Pacific Ocean views to the southwest of U.S. 101. There are also several residential communities located on both sides of U.S. 101 including Mussel Shoals, La Conchita, and Rincon Point, which are small residential enclaves along the highway and the City of Carpinteria. Other developments along the coast include public campgrounds/open space uses, oil and gas support facilities, and some commercial, industrial, and agricultural uses in Carpinteria. The overall character of the region is relatively rural and agricultural.

Air Quality

Ventura County is designated as an attainment area for the federal NO_2, $PM_{2.5}$, PM_{10}, and CO standards. However, it is designated as non-attainment for eight-hour ozone federal standards. The major sources of ozone precursor emissions in Ventura County are motor

vehicles and solvent usage (paints, consumer products, and certain industrial processes). Ventura County is designated as attainment for the state CO and NO_2 standards, but non-attainment for state one- and eight-hour ozone, particulate matter less than ten microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) standards. Sources of PM_{10} include mineral quarries, grading, demolition, agricultural tilling, road dust, and vehicle exhaust. In 2004, the VCAPCD adopted the Ozone Air Quality Management Plan (AQMP) to comply with the FCAA and create a plan to achieve NAAQS.

Santa Barbara County is designated as attainment for all federal standards for criteria pollutants. However, Santa Barbara County does not meet the state standards for 8-hour ozone and PM_{10}. Similar to Ventura County, sources of ozone in Santa Barbara County include motor vehicles, the petroleum industry, and solvent usage, and sources of PM_{10} include mineral quarries, grading, demolition, agricultural tilling, road dust, and vehicle exhaust. Air quality in Santa Barbara County continues to improve and the number of unhealthful air quality days in Santa Barbara County has been reduced by more than 95 percent from 1988 to 2004 despite substantial increases in population and vehicle miles traveled. However, it will be several years before the County can meet the state standards for ozone and PM_{10}.

Noise

Noise sources within the RSA are dominated by traffic along U.S. 101 and within the existing communities. As development increases and traffic levels become higher, noise levels along the transportation facilities also increase within the corridor and in adjacent communities. Currently, there are no soundwalls within the project area.

Traffic and Transportation

U.S. 101 is an important north-south route within the project area and the region as a whole. Existing traffic levels are currently overwhelming the capacity of the U.S.101 during peak periods and on weekends. Based upon regional growth studies, the populations in Ventura County and Santa Barbara County are expected to increase through the year 2025, which will add additional pressure to existing conditions.

Long distance commuting is escalating as affordable housing is located farther away from the employment centers; resulting in an increase in the number of people commuting from Ventura County to Santa Barbara County. In addition, the weekends and summer months, the coastal location, natural amenities, and temperate weather have made this area a popular tourist destination, resulting in temporary traffic increases.

The U.S. 101 corridor in the study area has a bikeway in both directions, which acts as an important part of the regional bikeway systems. Cycling is a popular recreational sport in Southern California, and there are a number of local and regional cycling groups and advocates that promote the maintenance and expansion of bicycle routes in the area. The area is also a popular beach spot, and there are a number of public beaches within the region. In particular, a number of pedestrians travel between the community of La Conchita and the beach via a drainage culvert under U.S. 101.

Future Actions or Projects

Summary of Cumulative Projects

The following Table 2.4-1 summarizes the cumulative projects considered for this cumulative impacts analysis, as well as the potential environmental impacts associated with each project. Projects which are considered relevant for this cumulative impacts analysis include transportation and non-transportation projects in the vicinity of the proposed project. This includes projects in Ventura County, Santa Barbara County, and the City of Carpinteria. Non-transportation projects include residential, mixed-use, and hotel projects in the City of Carpinteria and the City of Santa Barbara which would likely be constructed at the same time or contribute traffic to the project alignment during project construction. These projects are within approximately eight miles north of the northern terminus of the proposed project.

Transportation projects include projects on the U.S. 101 in Ventura and Santa Barbara Counties which would be constructed or finished within approximately five years of the beginning of construction of the proposed project. These transportation projects are considered for their likelihood to impact traffic along the U.S. 101 in Ventura and Santa Barbara Counties. Other projects are proposed in the vicinity of the proposed project; however, those projects are not anticipated to contribute substantially to issue areas considered for cumulative impacts associated with the proposed project (i.e., air quality, hydrology, traffic, etc). The following list of cumulative projects was compiled with information in conjunction with Caltrans, the City of Carpinteria Community Development Department, the Ventura County Planning Department website, and the Santa Barbara County Planning Department website.

Table 2.4-1 Cumulative Projects and Impacts

Project	Description	Address	Environmental Impacts	Project Status*
City of Carpinteria				
BEGA Warehouse	This project includes the construction of a 40,000 sq. ft. warehouse.	1000 Bega Way	Traffic, Air Quality, Noise, Hazardous Materials	D
Green Heron Spring	This approved project proposes the demolition of the existing building on-site and the construction of 30 new condominiums.	1300 & 1326 Cravens Lane	Traffic, Air Quality, Historical Resources	P
Lagunitas Mixed Use Development	The proposed mixed-use project consists of 85,000 office space as well as 73 residential units (37 single-family and 36 attached three-plex units)	6380 Via Real	Traffic, Air Quality	C
Lavender Court	This approved mixed-use development will include 40 condominiums, five of which will be affordable, and 4,672 sq. ft. of commercial space.	4646 Carpinteria Avenue	Traffic, Air Quality	B
Mission Terrace	The City has approved the construction of a 27-unit housing project that includes 24 single-family market rate units and three affordable single-family units.	1497 Linden Avenue	Traffic, Air Quality	C
Venoco's Paredon Project	The City recently received an application from Venoco requesting to expand its facility through the establishment of an on-shore directional drilling operation. The project is in its initial stage of submittal to the City.	5731 Carpinteria Avenue	Traffic, Air Quality, Water Quality, Biology, Geotechnical,	P
Santa Barbara County				
SB U.S. 101 Operational Improvements Milpas Street to Hot Springs Project	This project proposes 2.0 miles of improvements in the City of Santa Barbara. Improvements include additional northbound (NB) and southbound (SB) lanes, local road improvements, and bicycle and pedestrian enhancements.	U.S. 101 between Cabrillo Road and Milpas Street	Traffic, Noise, Air Quality, Water Quality, Biology, Community Impacts, Visual Impacts, Hazardous Waste, Wetlands	PP
SB U.S. 101 HOV South Coast Project	This 10.3 mile project proposes to add median HOV lanes on the U.S. 101 NB and SB from the City of Carpinteria to the City of Santa Barbara. Public circulation of a draft environmental document is expected in Spring 2011.	U.S. 101 from 0.4 miles north of Bailard Road in the City of Carpinteria to 0.5 miles south of Milpas Street in the City of Santa Barbara	Traffic, Noise, Air Quality, Water Quality, Biology, Community Impacts, Visual Impacts, Hazardous Waste, Wetlands	PP
SB U.S. 101 Linden to Casitas Pass Interchanges Project	This 1.1 mile project includes reconstruction of interchanges, replacement of Carpinteria Creek Bridge, and new Via Real connection south to Bailard Avenue. Public circulation of a draft environmental document is expected in Fall 2008.	Various roadways between Linden Avenue and Bailard Avenue	Traffic, Noise, Air Quality, Water Quality, Biology, Community Impacts, Visual Impacts, Hazardous Waste, Wetlands	PP
SB U.S. 101 TMS South Project	This State Highway Operation and Protection Program (SHOPP) project proposes to provide Intelligent Transportation System (ITS) vehicle detectors on U.S. 101 in Santa Barbara County. The primary objective of this project is to capture traffic speed and volume information to effectively monitor and manage the freeway. When fully implemented and integrated with the District Transportation Management Center the project can also provide real-time traffic information to the traveling public to help make travel decisions.	U.S. 101 from the Santa Barbara/Ventura County line (PM 0.0) to Garden Street (PM 13.6)	Traffic, Noise, Air Quality Visual Impacts, Hazardous Waste	D
Coral Casino Project	Revision to Development Plan to include renovations and various additions to the Coral Casino Beach and Cabana Club and related modifications to the Four Seasons Biltmore across the street.	1281 and 1260 Channel Drive, Santa Barbara, 93108	Traffic, Air Quality, Noise, Hazardous Materials	B

Miramar Hotel	This project would involve the demolition of all existing structures on the property and the addition of 397,925 square feet of structural development, excluding paved areas. Reconstruction would include a new restaurant, ballroom, spa, lobby, guestrooms, retail buildings, and a new beach and tennis club.	1555 South Jameson Lane, Santa Barbara, 93108	Traffic, Air Quality, Noise, Hazardous Materials	P
Ventura County				
VEN U.S. 101 Punta Gorda UC/Rincon Point Drainage Culvert Report	This project proposes to replace the drainage culvert at the Punta Gorda under-crossing/Rincon Point. This is a SHOPP project in the project initiation phase.	U.S. 101 from PM 41.3 to PM 42.1	Water Quality, Air Quality, Biological, Wetlands	PP
VEN U.S. 101 California Street Ramp Improvement Project	This locally funded project proposes to modify freeway off-ramps.	U.S. 101 from PM 29.9 to PM 30.0	Traffic, Air Quality, Noise, Hazardous Materials, Community Impacts, Historical, Archaeological	PP
La Conchita/Mussel Shoals Access Improvement Project	This approved project proposes to construct a pedestrian under-crossing in the community of La Conchita for beach access. This would be constructed concurrent to the proposed project.	Near Santa Barbara Avenue in the Community of La Conchita	Traffic, Air Quality, Noise, Hazardous Materials, Community Impacts, Geotechnical	D

Source: HDR Cumulative Impacs Assessment July 2008

** Status Definitions:*

PP = Pre-Planning phase: The project is proposed, however environmental review has not begun.
P = Programmed: Environmental review has begun on the project but is not yet approved.
D = Design: Environmental review has been completed, but construction of the project has not begun.
C = Construction: As of this document, project is under construction.
B = Build-out: The project is fully constructed to build-out conditions.
XX = Status currently unknown

Environmental Consequences

The following section identifies direct and indirect impacts associated with the proposed project that could contribute to a cumulative impact on the identified resources. Both BUILD alternatives impacts are similar in nature, so the discussion does not differentiate between the two proposed project alternatives.

Aesthetics/Visual Resources

Temporary visual impacts would result from construction activities, such as vegetation removal, equipment storage, and other changes to the existing setting. This, in conjunction with other construction projects along the U.S. 101 corridor, would disrupt the unity of the natural scenery during the construction period. However, following construction the highway corridor would remain substantially the same in appearance, and the design does not include any features that would reduce or block views to the ocean or surrounding hills. With implementation of the proposed mitigation measures identified in the visual impacts section of the document, visual impacts would be reduced to the extent feasible, and the project contribution to cumulative visual impacts would be considered less than cumulatively considerable.

Air Quality

Project construction would result in a temporary increase of pollutant emissions associated with construction equipment and dust; however, construction-related

emissions would be minimized through standard practices to reduce emissions, and project construction is not anticipated to violate state or federal air quality standards or contribute to the existing air quality violation in the air basin. Although other construction projects could occur concurrent to the proposed project, emissions would be localized, and the same standard reduction measures would be required. Operation of the proposed project would comply with all applicable air quality plans, and be expected to improve traffic circulation in the area, which would result in improved air quality. Therefore, project contributions to cumulative air quality impacts are considered less than cumulatively considerable.

Noise

The planned development closest to the proposed project is the Lagunitas Mixed Use Development, located approximately 147 feet from the U.S. 101 median. Construction of the Lagunitas Mixed Use Development project is anticipated to be completed prior to the start of construction for the proposed project. Because construction activities would not be concurrent to those of the proposed project, cumulative noise impacts would not occur. No other projects would be constructed in the vicinity concurrent to the proposed project.

Based on existing and future anticipated traffic levels, it was determined that operational noise increases associated with the proposed project would be less than three dBA – L_{eq}, which is not considered to be an adverse impact. Therefore, while some other development may occur in the area, the project contribution to cumulative noise impacts is considered to be less that cumulatively considerable.

Traffic and Transportation

During construction of the proposed project, temporary lane closures, construction equipment, and posted reduction of speed limits may occur. This could result in traffic congestion on the mainline, local streets, and bikeways; however, these impacts would be temporary and a TMP would be developed for the project to reduce congestion and provide information to roadway users. Temporary impacts, in conjunction with other roadway projects that may be under construction, could result in additional delays; however, with implementation of the TMP the project contribution to cumulative traffic impacts is considered less than cumulatively considerable.

The proposed project includes the closure of several median openings, which would restrict left turns into and out of Mussel Shoals and La Conchita and U-turns at Tank Farm. These closures would result in some additional travel time for drivers required to reroute; however, in some cases this rerouted travel time is expected to be less than the

wait time to turn onto U.S. 101 through the median openings would be for the NO BUILD alternative. Closing the median openings would also prevent drivers from making unsafe maneuvers resulting from frustration with long wait times. No cumulative impacts are anticipated to result from these closures.

The project also includes an option for modification of the existing southbound bikeway and construction of a northbound 2 directional Class I Bicycle facility. Upgrades to the bicycle facility are identified as beneficial impacts and would facilitate movement of cyclists through the corridor. Construction of a pedestrian under-crossing at La Conchita would improve beach access for the community. These improvements would result in an overall beneficial impact to the local and regional bikeway and pedestrian facilities; therefore, cumulative contributions would be considered less than cumulatively considerable.

Avoidance, Minimization and/or Mitigation Measures

With implementation of standard minimization measures and mitigation measures proposed in this IS/EA, project contributions to cumulative impacts would be considered less than cumulatively considerable, and no additional mitigation measures are required.

2.5 Climate Change (CEQA)

Regulatory Setting

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas[1] (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels

[1] Greenhouse gases related to human activity, as identified in AB 32, include: Carbon dioxide, Methane, Nitrous oxide, Tetrafluoromethane, Hexafluoroethane, Sulfur hexafluoride, HFC-23, HFC-134a*, and HFC-152a*.

by 2010, 2) 1990 levels by the 2020 and 3) 80% below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. However, California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHGs as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.,* U.S. Supreme Court Argued November 29, 2006—Decided April 2, 2007). The court ruled that GHGs do fit within the Clean Air Act's definition of a pollutant, and that EPA does have the authority to regulate GHGS. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting greenhouse gas emissions.

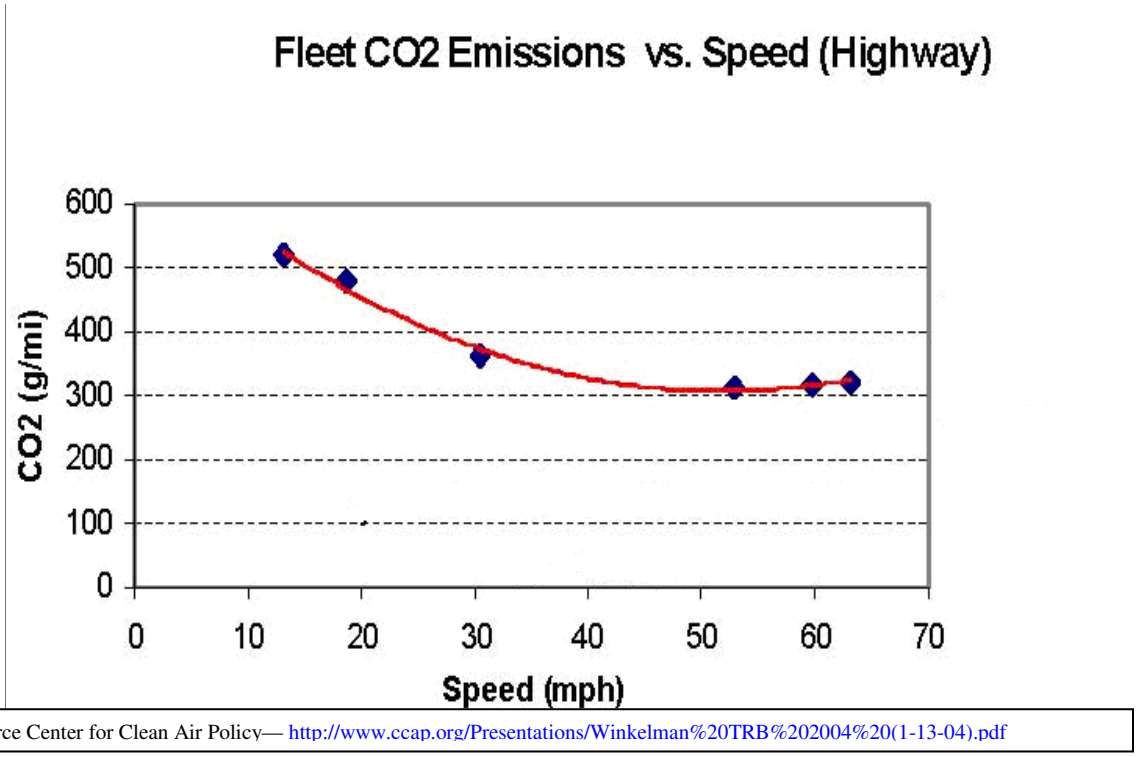
"According to a recent white paper by the Association of Environmental Professionals[2], "an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the *Climate Action Program at Caltrans* (December 2006). Transportation's contribution to GHG emissions is dependent on 3 factors: the

[2] Hendrix, Micheal and Wilson, Cori. *Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), p. 2.

types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

One of the main strategies in Caltrans Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see Figure below). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions.



Source Center for Clean Air Policy— http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf

Figure 2.5.1 Fleet CO2 Emissions vs. Speed (Highway)

Affected Environment

The purpose of this project is to improve mobility by reducing existing and forecasted traffic congestion on U.S. 101 within the project limits. The proposed project would reduce congestion on U.S. 101 and is expected to enhance traffic operations by adding capacity in an area that experiences delay during peak hours and enhance safety within the project limits, while minimizing environmental and socio-economic impacts. See Chapter 1 for a full discussion on the purpose and need and Chapter 2 for a full discussion on traffic analysis.

Existing land uses within the project area remain unchanged for the alternatives. Therefore, the proposed project would not increase the percentage of vehicles operating in cold start mode. In addition, closing the three median openings at Mussel Shoals, La Conchita and Tank Farm would reduce idling emissions at these three intersections.

As shown in Table 2.5-1, in comparison of the "BUILD" and NO BUILD alternative, total peak hour volume (mixed-flow + truck + HOV volumes) for 2016 remains unchanged. For 2036, SB "BUILD" total peak hour volume increased by 4.65 percent over the "NO BUILD."

Table 2.5-1 Peak Hour Volume for Existing, Opening, and Horizon Years

Analysis Years	Alternatives	Peak Hour Volumes					
		SB (PM Peak)			NB (AM Peak)		
		MF	Truck	HOV	MF	Truck	HOV
Existing (2006)		1745	122		3608	252	
Opening (2016)	NO BUILD Alternative	3616	244		4040	160	
	MINIMUM BUILD Alternative	2585	244	1031	3303	160	737
	FULL BUILD Alternate	2585	244	1031	3303	160	737
Horizon (2036)	NO BUILD Alternative	4860	217		4420	245	
	MINIMUM BUILD Alternative	3970	217	1126	3330	216	1092
	FULL BUILD Alternate	3970	217	1126	3330	216	1092

Notes:
- US 101 Corridor exhibits very strong behavior of roughly one hour. Morning (6am-7am) Peak NB and afternoon (4pm-5pm) Peak SB
- MF: Traffic movements in Mixed Flow Lane(s) or General Purpose Lane(s) inclusive of truck traffic.

Sources: Caltrans District 7, Division of Planning, Public Transportation, and Local Assistance, November 2007, SCAG, Destination 2030: 2004 Regional Transportation Plan, Adopted April 2003.

However, as shown in Table 2.5-2 on the next page, SB "BUILD" speed increased to 43.1 mph in comparison to the "NO BUILD" speed of 30.3 mph, an increase of 12.8 mph. The NB "BUILD" total peak hour volume is less than the "NO BUILD" volumes. The proposed project is not anticipated to result in an increase in traffic volumes.

Table 2.5-2 Peak Hour Speeds for Existing, Opening, and Horizon Years

Analysis Years	Alternatives	Peak Hour Speeds			
		SB (PM Peak Hour)		NB (AM Peak Hour)	
		MF	HOV	MF	HOV
Existing (2006)		57		55	
Opening (2016)	NO BUILD Alternative	48		42	
	MINIMUM BUILD Alternative	60	62	53	65
	FULL BUILD Alternate	60	62	53	65
Horizon (2036)	NO BUILD Alternative	30		37	
	MINIMUM BUILD Alternative	43	59	52	60
	FULL BUILD Alternate	43	59	52	60

Note: US 101 Corridor exhibits very strong behavior of roughly one hour. Morning (6am-7am) Peak NB and afternoon (4pm-5pm) Peak SB.

Sources: Caltrans District 7, Division of Planning, Public Transportation, and Local Assistance, November 2007, SCAG, Destination 2030: 2004 Regional Transportation Plan, Adopted April 2003.

"Caltrans recognizes the concern that carbon dioxide emissions raise for climate change. However, accurate modeling of GHG emissions levels, including carbon dioxide at the project level, at the project level is not currently possible. No federal, state or regional regulatory agency has provided methodology or criteria for GHG emission and climate change impact analysis. Therefore, Caltrans is unable to provide a scientific or regulatory based conclusion regarding whether the project's contribution to climate change is cumulatively considerable."

Caltrans continues to be actively involved on the Governor's Climate Action Team as ARB works to implement AB 1493 and AB 32. As part of the *Climate Action Program at Caltrans* (December 2006), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. However it is important to note that the control of the fuel economy standards is held by the United States Environmental Protection Agency and ARB. Lastly, the use of alternative fuels is

also being considered; Caltrans is participating in funding for alternative fuel research at the University of California Davis."

Environmental Consequences

Based upon federal approval of the air quality conformity findings in the SCAG 2004 RTP and 2006 RTIP, SBCAG's 2004 MTP, and the project's inclusion in the overall plan, the reduction in vehicle hours traveled (vht) and improved traffic flow, carbon dioxide emissions should be reduced despite what may be an increase in vehicle miles traveled (vmt).

California Public Resource Code Section 21907(a) states that "The failure to analyze adequately the effects of greenhouse gas emissions otherwise required to be reduced pursuant to regulations adopted by the State Air Resources Board under Division 25.5 (commencing with Section 38500) of the Health and Safety Code in an environmental impact report, negative declaration, mitigated negative declaration, or other document required pursuant to this division for either a transportation project funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code), or a project funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Chapter 1.699 (commencing with Section 5096.800) of Division 5), does not create a cause of action for a violation of this division." The proposed project is funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; therefore, the proposed project would not cause a violation relating to greenhouse gas emissions.

Avoidance, Minimization and/or Mitigation Measures

To the extent that it is applicable or feasible for the project, the following measures can also help to reduce the GHG emissions and potential climate change impacts from projects:

To the extent that it is applicable or feasible for the project, the following measures can also help to reduce the GHG emissions and potential climate change impacts from projects:

- Use of reclaimed water—currently 30% of the electricity used in California is used for the treatment and delivery of water. Use of reclaimed water helps conserve this energy, which reduces GHG emissions from electricity production.
- Landscaping—reduces surface warming and through photosynthesis decreases CO2

- Portland cement—use of lighter color surfaces such as Portland cement helps to reduce the albedo effect and cool the surface; in addition, Caltrans has been a leader in the effort to add fly ash to Portland cement mixes. Adding fly ash reduces the GHG emissions associated with cement production—it also can make the pavement stronger.
- Use of energy efficient lighting, such as LED traffic signals
- Idling restrictions for trucks and equipment

Chapter 3 Comments and Coordination

This chapter summarizes the results of Caltrans efforts to fully identify, address, and resolve project-related issues through early and continuing coordination. Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings, scoping meetings, community outreach and focused meetings. This chapter summarizes the results of Caltrans efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Scoping

A Notice of Scoping/Initiation of Studies letter was sent to elected officials, state, federal and local agencies, and to the public on August 13, 2007. The notice briefly described the project, solicited written comments or suggestions, and extended an invitation to a scoping meeting on August 28, 2007 at the Carpinteria Council Chambers.

The purpose of this meeting was to introduce the project, explain the environmental process and to solicit input. A scoping summary report was completed in October 2007 outlining issues and comments received as a result of the scoping process. Concerns regarding traffic management during construction, emergency access at proposed median closures and safety for bicyclists, pedestrians, and motorists were raised. Also, a representative from La Conchita indicated they did not want soundwalls blocking their view of the ocean, and they support the construction of the PUC. In addition, a representative from the CHP attended the meeting and voiced his support of the project.

Scoping was conducted from August 13, 2007 through September 13, 2007. Public Scoping meeting notification ads were placed in the following newspapers on the following dates:

- Ventura County Star, August 13 and 14, 2007
- Santa Barbara News Press, August 13 and 22, 2007
- VIDA (in Spanish), August 16, 2007
- Coastal View News, August 23, 2007

Stakeholder Meetings

Coastal Permit Agencies

Between July 2007 and December 2007, discussions were held with the California Coastal Commission (CCC) regarding the Coastal Development Permit (CDP) process. On December 12, 2007 a teleconference was held to discuss the project. Representatives from Caltrans, VCTC, SBCAG, Ventura County, Santa Barbara County, the City of Carpinteria and the California Coastal Commission participated. After discussing the project, it was determined that Ventura County, the City of Carpinteria and Santa Barbara County have jurisdiction over the CDP and each agency has it's own permit process and application requirements. Therefore, Caltrans must submit separate applications to each agency. Additionally, Coastal Commission staff agreed to relinquish its jurisdiction to Ventura County regarding the permit for the PUC. On January 24, 2008 a meeting was held with Ventura County Manager of Land Use Permits and on March 28, 2008 with the City of Carpinteria Community Development Director to discuss the specific CDP application process and requirements. Information necessary for the permit application and timelines for submittal and review were discussed and Caltrans was informed that a hearing and approval from the planning commission would be required prior to permit approval. On October 17, 2008 and on December 3, 2008, Caltrans met with the CCC to discuss the project; coordination will be ongoing.

Elected Officials

An elected officials briefing was held on April 3, 2008 to discuss project highlights. Briefings were held with representatives and an elected official who were in office in 2008:

- Ventura County Supervisor, Steve Bennett
- Office of Assembly member Pedro Nava
- Office of Santa Barbara County Supervisor Salud Carbajal

A project presentation was also given to the City of Carpinteria City Council on June 12, 2008, the Ventura County Transportation Commission (VCTC) Board on July 11, 2008 and the Santa Barbara County Association of Governments (SBCAG) Board on July 17, 2008.

Native American Coordination/Section 106 Compliance

The Chumash Native American Federally recognized "tribe" exists within the project study area; however, the Chumash do not historically seek to provide input into projects in this area since the area is away from the location of the "tribal" administrative

headquarters in Solvang, California. An effort was undertaken to ensure compliance with Section 106 of the National Historic Preservation Act of 1966 in regards to consultation with "other parties likely to have knowledge of or concerns with historic properties in the area". Below are the steps conducted to ensure this compliance:

- On July 26, 2007 a request was made to the Native American Heritage Commission (NAHC) for a search to be conducted of the Sacred Lands Inventory, and for a list of interested Native American individuals/organizations for the project area.
- On August 2, 2007 the NAHC returned a response that indicated that no sites were identified to exist in the project area on the Sacred Lands Inventory and a list of interested Native American individuals/organizations was included in the August 2, 2007 response from the NAHC.
- On August 2, 2007 (incorrectly labeled May 31, 2006) a letter and accompanying map was sent to a list of interested individuals/organizations. This letter requested a response within 30 days.

On the following dates: August 8 and 15, 2007, September 15, 2007, and March 11 and 12, 2008, contact was made with the interested Native American individuals/organizations. The conclusion of this Native American interested individual/organization consultation was that the project appears to be within the area where a Native American archaeological site occurs. As such, sites need to be protected by an Environmentally Sensitive Area (ESA) fence. To ensure that any unforeseen Native American cultural material is dealt with in a timely and appropriate manner, a Native American Monitor would be on site during ground disturbing activities.

Value Analysis

Value Analysis (VA) or Value Engineering (VE) is a function oriented, structured, multi-disciplinary team approach to solving problems or identifying improvements. The goal of any VA Study is to: improve value by sustaining or improving performance attributes (of the project, product, and/or service being studied) while at the same time reducing overall cost (including lifecycle operations and maintenance expenses). During this phase of the project, a multi-agency, multi-disciplinary team was assembled to study the existing alternatives alongside Caltrans, as well as to propose new design alternatives, and if necessary, drop existing design alternatives. This phase was conducted during January and February 2008. The stakeholders, who were invited and attended, were representatives from District 7 and 5, SBCAG and VCTC. The cost saving strategies recommended by the VA consisted of: reduction of project construction time, re-use of excavated soils with low-levels of Aerially Deposited Lead (ADL) within the project

limits, construction of a Class I bikeway and construction of a PUC at the southern end of La Conchita.

Community Based Meetings

On April 29, 2008 Caltrans staff met with members of the La Conchita Community Organization (LCCO). Caltrans staff presented the project and listened to the community concerns about freeway signage, construction impacts, PUC and bikeway maintenance and design.

On April 30, 2008, Department staff met with Mussel Shoals Homeowners association Boardmembers. A presentation was given and there was a discussion concerning intersection design, better signage, higher soundwall heights, visibility for the Cliff House Inn, PUC beachside maintenance, and the southbound bikeway.

July 8, 2008, Department staff met with the Vista Del Santa Barbara Mobile Home Association in Carpinteria. A presentation was given and there was a discussion regarding the proposed soundwalls north and south of Bailard Avenue.

July 16, 2008 , Department staff met with the Villa Del Mar condominium residents in Carpinteria. A presentation was given and there was a discussion regarding the proposed soundwalls north and south of Bailard Avenue.

Bicycle Community

On February 13, 2008, a meeting was held with bicycle organization representatives from the Santa Barbara Bicycle Coalition and Ventura Velo to discuss preliminary bikeway improvements. Bicycle organizations were in support of improvements to the existing bikeway on the highway and favored a Class I bicycle way if it were determined to be feasible. On June 12, 2008 a follow up meeting was held with the Bicycle representatives from Santa Barbara Bicycle Coalition, Channel Island Bicycle Club and Ventura Velo as well as representatives from Supervisor Steve Bennett's office and other cyclists who use the route. Visual simulations were presented and advantages and disadvantages associated with each design option were discussed. On September 17, 2008 a meeting was held with the Channel Islands Bicycle Club regarding the proposed bikeway improvements.

In October 2008, Caltrans contacted Ventura County Fire Department, Battalion Two, Station 25 to inform them of the proposed median closure; they indicated this would not have an impact on their response times.

Newsletter

The public outreach program includes preparation of a newsletter to notify the public of major issues and upcoming milestones related to the project. The newsletter explains the environmental review process, provides information on community concerns related to the proposed alternatives, provides a schedule for the proposed project, gives general updates and contact information for questions and/or concerns related to the project. The distribution of the newsletter is based upon a mailing list that includes attendees to the scoping meetings, local public officials, interested parties, local libraries, and stakeholders identified by each city within the study area. A newsletter was distributed in July 2008.

IS/EA Public Comment Period and Public Hearing

Caltrans solicited questions, comments, and concerns from all stakeholders regarding the proposed project and its potential environmental and community impacts as discussed in this IS/EA. Public circulation began on August 8, 2008 and ended on September 22, 2008.

Caltrans also held a public hearing on September 9, 2008 so that all stakeholders would have the opportunity to voice their questions, comments, and concerns in person. Notices for the Public Hearing were published as follows:

- Ventura County Star, August 8, 2008
- Santa Barbara News Press, August 8, 2008
- VIDA (in Spanish), August 14, 2008
- Coastal View News, August 24, 2008
- Watts Times, August 14, 2008

A postcard reminder was also sent to all stakeholders on August 30, 2008.

The Public Hearing was well attended (approximately 150 people) and the major concerns expressed were the proposed soundwalls, bikeway improvements, existing and proposed parking conditions, location of the proposed pedestrian undercrossing in La Conchita, emergency access routes, access improvements at La Conchita and Mussel Shoals, and traffic management and access for travelers during construction. A transcript of the hearing and comment cards received are under separate cover, the Record of Public Hearing. All written comments received during the public comment period were considered formal comments and have become part of the public record and are contained along with Caltrans responses in Appendix H Public Circulation Comments. The distribution list is contained in Chapter 5 of this document.

Chapter 4 List of Preparers

State of California Department of Transportation

Ronald Kosinski	Deputy District Director
Aziz Elattar	Office Chief, Environmental Planning
Carlos Montez	Sr. Environmental Planner, Document Preparation
Tami Podesta	Associate Environmental Planner, Document Preparation
Gary Iverson	Sr. Environmental Planner, Cultural Resources
Alex Kirkish	Associate Environmental Planner, Archaeological Resources
Mitch Dallas	Associate Environmental Planner, Biological Resources
Paul Caron	Sr. Environmental Planner, Biological Resources
Andrew Yoon	Sr. Transportation Engineer, Air Quality Report
Jin S. Lee	Sr. Transportation Engineer, Noise Study
Arnold Parmar	Transportation Engineer, Noise Unit
Ayubur Rahman	Sr. Transportation Engineer, Hazardous Waste
G. Hossein Bahmanyar	Transportation Engineer, Hazardous Waste
O.C. Lee	Sr. Transportation Engineer, Project Design
Giap Hoang	Transportation Engineer, Project Design
Jose Ochoa	Transportation Engineer, Project Design
Matt Liao	Transportation Engineer, Project Design
Dave Bhalla	Sr. Transportation Engineer, Hydraulics Engineer
Paul Fong	Transportation Engineer, Hydraulics
Kirk Patel	Sr. Transportation Engineer, Traffic Operations
Ashraf Hanna	Transportation Engineer, Traffic Operations
Deh-Jeng Jang	Sr. Transportation Engineer, Geotechnical Design
Patty Watanabe	Sr. Landscape Architect
Dahlia Persoff	Associate Landscape Architect
Tim Baker	Graphic Design
Duncan McIntosh	Staff Services Manager I, Graphic Design

Galvin Preservation Associates Inc. Consultants

Richard Galvin	Overall Project Manger
Marieka Shraeder	Associate Environmental Planner

HDR

Tobias Wolf	Visual Impact Assessment
Dan Zarnstorff	Visual Impact Assessment
Shannon D'Agostino	Cumulative Impacts Analysis
Katie Wu	Cumulative Impacts Analysis
Martin Watson	Community Impact Assessment
Megan Scanlon	Community Impact Assessment

Fehr & Peers

Tom Gaul	Supplemental Traffic Analysis
John Muggridge	Supplemental Traffic Analysis

The Sierra Group

Rebecca Barrantes	Principal, Community Outreach
Enrique Gasca	Project Manager, Community Outreach

Chapter 5 Distribution List

Elected Officials

The Honorable Pedro Nava
Assembly Member - 35th District
201 E. Fourth Street,
Suite 209-A
Oxnard, California 93030

The Honorable Tom McClintock
State Senator - 19th District
223 E. Thousand Oaks Blvd., Ste 400
Thousand Oaks, California 91360

The Honorable Steve Bennett
Supervisor Ventura County Board of Supervisors, District 1
800 S. Victoria Avenue L-1900
Ventura, California 93009

The Honorable Barbara Boxer
United States Senator
United States Senate
312 N. Spring St. #1748
Los Angeles, California 90012

The Honorable Dianne Feinstein
United States Senator
United States Senate
11111 Santa Monica Blvd. #915
Los Angeles, California 90025

The Honorable Al Clark
Council Member
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, California 93013

The Honorable Joe Armendariz
Council Member
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, California 93013

The Honorable Brad Stein
Council Member
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, California 93013

The Honorable Gregg Carty
Vice Mayor
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, California 93013

The Honorable Michael Ledbetter
Mayor
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, California 93013

The Honorable Salud Carbajal
Supervisor
Santa Barbara County Board of Supervisors, District 1
105 E. Anapuma St.
Santa Barbara, California 93101

The Honorable Linda Parks
Supervisor
Ventura County Board of Supervisors, District 2
2967 Thousand Oaks Blvd.
Thousand Oaks, California 91362

The Honorable Kathy I. Long
Supervisor
Ventura County Board of Supervisors, District 3
800 S. Victoria Avenue L-1880
Ventura, California 93009

The Honorable Peter C. Foy
Supervisor
Ventura County Board of Supervisors, District 4
980 Enchanted Way, Suite 203
Simi Valley, California 93065

The Honorable John Flynn
Supervisor
Ventura County Board of Supervisors, District 5
2900 Saviers Road, 2nd Fl.
Oxnard, California 93033

The Honorable Janet Wolf
Supervisor
Santa Barbara County Board of Supervisors, District 2
105 E. Anapuma St.
Santa Barbara, California 93101

The Honorable Brooks Firestone
Supervisor
Santa Barbara County Board of Supervisors, District 3
105 E. Anapuma St.
Santa Barbara, California 93101

The Honorable Joni Gray
Supervisor
Santa Barbara County Board of Supervisors, District 4
401 East Cypress Avenue
Lompoc, California 93436

The Honorable Joseph Centeno
Supervisor
Santa Barbara County Board of Supervisors, District 5
511 E. Lakeside Parkway, # 141
Santa Maria, California 93455

The Honorable Lois Capps
Congresswoman
US House of Representative, CA-23
2675 N. Ventura Road, Suite 105
Port Hueneme, California 93041

The Honorable Christy Weir
Mayor
City of Ventura
501 Poli Street, Room 205
Ventura, California 93002-0099

The Honorable Bill Fulton
Deputy Mayor
City of Ventura
501 Poli Street, Room 205
Ventura, California 93002-0099

The Honorable Neal Andrews
Councilmember
City of Ventura
501 Poli Street, Room 205
Ventura, California 93002-0099

The Honorable Brian Brennan
Councilmember
City of Ventura
501 Poli Street, Room 205
Ventura, California 93002-0099

The Honorable James L. Monahan
Councilmember
City of Ventura
501 Poli Street, Room 205
Ventura, California 93002-0099

The Honorable Carl E. Morehouse
Councilmember
City of Ventura
501 Poli Street, Room 205
Ventura, California 93002-0099

The Honorable Ed Summers
Councilmember
City of Ventura
501 Poli Street, Room 205
Ventura, California 93002-0099

The Honorable Elton Gallegy
Congressman
24th Congressional District
2829 Townsgate Road, Suite 315
Thousand Oaks, California 91361-3018

Federal Agencies

Bruce Henderson
US Army Corps of Engineers
451 Alessandro Dr., Ste. 255
Ventura, CA 93001

Colonel Thomas Magness
Dist. Commander
US Army Corps of Engineers
P.O. Box 532711
Los Angeles, CA 90053

Darren Brumbeck
National Marine Fisheries Services
501 W Ocean Blvd., Ste.4200
Long Beach, CA 90802

Hymie Lunden
Federal Transit Administration
201 Mission St., Ste. 2210
San Francisco, CA 94102

John Jarvis
Regional Director
National Park Service
1111 Jackson St., Ste. 700
Oakland, CA 94607

Diane Noda
US Fish and Wildlife Service
2493 Portola Rd., Ste. B
Ventura, CA 93003

Rodney McInnis
Regional Administrator
National Marine
Fisheries Services
501 West Ocean Blvd., Ste. 4200
Long Beach, CA 90802-4213

State Agencies

Lee Otter
South Central Coast Area
California Coastal Commission
89 S California St., 2nd fl
Ventura, CA 93001

John (Jack) Ainsworth,
Deputy Director
89 South California Street,
Suite 200
Ventura, CA 93001-2801

Chuck Jordan
Area Commander
California Highway Patrol
6465 Calle Real
Goleta, CA 93117

Joe Whiteford
Area Commander
California Highway Patrol
4656 Ballentyne
Ventura, CA 93003

Laurence Michael, P.E.
California Public Utilities Commission
320 W. 4th Street, Suite 500
Los Angeles, CA 90013

Milford Wayne Donaldson
Historic Preservation
Department of Parks and Recreation
1416 9th Street Rm 1442
Sacramento, CA 95814

California Native Plant Society
909 12th St., Ste. 116
Sacramento, CA 95814

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

Natasha Lohmus
California Department of Fish and Game
1933 Cliff Dr., Ste. 9
Santa Barbara, CA 93019

California Wildlife Federation
P.O. Box 1527
Sacramento, CA 95814

Tracy Esoscue
Executive Officer
California Water Quality Control Board
320 W 4th St., Ste. 200
Los Angeles, CA 90013

NRCS
State Office
430 G St. #4164
Davis, CA 95616

State Clearing House
1400 Tenth St.
Sacramento, CA 95814

William Johnson
Native American Heritage Commission
915 Capitol Mall, Rm. 288
Sacramento, CA 95814

Mark Stuart
California Department of Water Resources
770 Fairmont Ave.
Glendale, CA 91203

Fred Worthy
California Department of Fish and Game
330 Golden Shore, Ste. 50
Long Beach, CA 90802

Roger W. Briggs
Control Board RWQCB
895 Aerovista Place, Ste. 101
San Luis Obispo, CA 93401

Rosa Munoz, Utilities Engineer
Public Utilities Commission
320 West 4th Street, Ste. 500
Los Angeles, CA 90013

Local Agencies

Betty Songer
Carpinteria Creeks Committee
5641 Calle Pacific
Carpinteria, CAb93013

Bill Yim
Transportation Planner
SBCAG
260 N. San Antonio Rd., Ste. B
Santa Barbara, CAb93110

Bruce Belluschi
Ventura County
Environmental Resources
800 S Victoria Ave.
Ventura, CAb93009

Bruce Smith
Ventura County Planning Division
800 S Victoria Ave.
Ventura, CAb93009

Butch Britt
Ventura County Public Works
800 S Victoria Ave.
Ventura, CAb93009

Samia Maximus
VCTC
950 Ventura County Square Dr., Ste. 207
Ventura, CAb93003

Chuck Thomas
Ventura County Air Pollution Control District
669 County Square Dr., 2nd Floor
Ventura, CAb93003

Dale Carnahan
Emergency Services
Ventura County Sheriffs
800 S Victoria Ave. #3330
Ventura, CAb93009

Dale Lipp
Public Works Director
City of Carpinteria
5775 Carpinteria Ave.
Carpinteria, CAb93013

Dave Durfinger
City Manager
City of Carpinteria
5775 Carpinteria Ave.
Carpinteria, CAb93013

Steve VanDenburgh
Deputy Director
SBCAG
260 N San Antonio Rd., Ste. B
Santa Barbara, CAb93110

Fred Luna
SBCAG
260 N San Antonio Rd., Ste. B
Santa Barbara, CAb93110

Darren Kettle
Executive Director
VCTC
950 County Square Dr., Ste.207
Ventura, CAb93003

Ron Van Dyck
Deputy Director
County of Ventura
Dept.of Parks
800 S Victoria Ave.
Ventura, CAb93009

Jackie Campbell
Community Dev.Director
City of Carpinteria
5775 Carpinteria Ave.
Carpinteria, CAb93013

Jim Anderson
Sheriffs Office
Santa Barbara County
4434 Calle Real
Santa Barbara, CAb93110

Jim Kemp
Executive Director
SBCAG
260 N San Antonio Rd., Ste. B
Santa Barbara, CAb93110

Joe Galante
Ventura County Sheriffs
800 S Victoria Ave.
Ventura, CA 93009

John Baker
Planning and Development
Director
Santa Barbara County
123 E Anapamu St.
Santa Barbara, CAb93110

Marteen White
Santa Barbara Film Commission
801 Shoreline Dr.
Santa Barbara, CAb93109

Alex Tuttle
Santa Barbara County
Planning and Development
123 E. Anapamu Street
Santa Barbara, CA 93101

Scott McGolpin
Public Works Director
Santa Barbara County
123 E Anapamu St.
Santa Barbara, CAb93110

Nancy Butler Francis
Manager – Land Use Permits
800 S. Victoria Avenue
Ventura, CA 93009-1740

Thomas Mericle
City of San Buenaventura
City Traffic Engineer,
501 Poli Street Rm.120
P.O. Box 99
Ventura, CA 93002-0099

Vijaya Jammalamadaka
Air Quality Specialist
Santa Barbara County Air Pollution
Control District
260 North San Antonio Rd. Ste.A
Santa Barbara, CA 93110

Kim Rodriguez
County Planning Director
County of Ventura
800 S. Victoria Avenue L#1740
Ventura, CA 93009-1740

Chuck Anthony
Ventura Co. Planning Div. L#1740
800 S. Victoria Avenue
Ventura, CA 93009

Sherrie Fisher
General Manager
Santa Barbara MTD
550 Olive Street
Santa Barbara, CA 93101

Lt. Phil White
Police Department
City of Carpinteria
5775 Carpinteria Ave.
Carpinteria, CA 93013

Mark Sanchez
Asst. Chief
Fire Station No. 25
5674 W. PCH
Ventura Ca 93001

Kari Finley, Senior Planner
County of Ventura
RMA- Planning Division
800 S Victoria Ave
Ventura, CA 93009

Nazir Lalani, Deputy Director
Public Works County of Ventura
800 S. Victoria Ave.
Ventura, CA 93009

John Baker, Asst.Co.Exec.Officer,
County of Santa Barbara
105 East Anapamu St. Ste 406
Santa Barbara. CA 91101

Utilities and Railroad

Dan Miller, MIPP
Union Pacific Railroad Company
2015 s. Willow Avenue
Bloomington, CA 82316

Steven Waters
Adelphia
721 Maulhardt Ave.
Oxnard, CAb93030

Ronald Klarc
Windsor Energy US Corporation
5750 W PCH
Ventura, CAb93001

Veronica Forman
Verizon
1 Verizon Way MC CA500VK
Thousand Oaks, CA 91362

Sprint
6391 Sprint Parkway
Overland Park KS 66251-4300

Richard Gonzales
Senior Manager
Union Pacific RR
19100 Slover Ave.
Bloomington, CA 92316

Amtrak
Mgr of Environmental Control
800 N. Alameda St.
Los Angeles, CA 90012

Community Based Organizations

Ventura Convention and Visitor Bureau
89 S. California St.
Ventura, CA 93001

Bob Lopez
Ventura County Archaeological Society
2675 S Petit
Ventura, CA 93004

The Nature Conservancy California Regional Office
201 Mission St. 4th Floor
San Francisco, CA 94105

Sierra Club
85 Second St., Second Floor
San Francisco, CA 94105

Cindy Carbajal
Family Center Director
La Casa de la Raza
601 E. Montecito St.
Santa Barbara, CA 93013

Hillary Hauser
Executive Director
Heal the Ocean
735 State St., #201
Santa Barbara, CA 93101

Luis Villegas
Board member
Santa Barbara Hispanic Chamber of Commerce
P.O. Box 6592
Santa Barbara, CA 93160

Paul Didier
President & CEO
Santa Barbara Country's Unified Way
320 E. Gutierrez St.
Santa Barbara, CA 93101

Scott Bull
Chapter Chair
Surfrider Foundation-Santa Barbara Chapter
P.O. Box 21703
Santa Barbara, CA 93121

Ralph Fertig
President
Santa Barbara Bicycle Coalition
1569 Sycamore Rd.
Santa Barbara, CA 93108

Steve Cushman
Santa Barbara Regional Chamber of Commerce
924 Anacapa St., Ste. 1
Santa Barbara, CA 93101

Executive Director
Santa Barbara Board of Realtors
1415 Chapala St.
Santa Barbara, CA 93101

Shari Nicholls, President
Channel Islands Bicycle Club
P.O. Box 6481
Oxnard, CA 93031

Wilson Hubbell
President
Ventura County Bicycle Coalition
494 Camino de la Aldea
Santa Barbara, CA 93111

Paul Callaway
Ventura Velo, Inc.
P.O. box 6101
Ventura, CA 93001

Lawrence H.Monson
Chapter Liaison
Surfrider Foundation
6108 Telegraph Road #326
Ventura, CA 93003

Michael Chiacos
Community Environmental Council
26 w. Anapamu Street 2nd floor
Santa Barbara, CA 93101

Coalition for Sustainable Transportation
P.O. Box 2495
Santa Barbara, CA 93120

Mussel Shoals

Resident
6216 W. Ocean Avenue
Ventura, CA 93001

Brian Murphy
Resident
17640 Rancho Street
Encino, CA 91316

Buz & Pat Benner
Resident
6776 Breakers Way
Ventura, CA 93001

Carol Kapitula Lloyd
Resident
6673 Breakers Way Dr.
Ventura, CA 93001

Chris Provenzano-Chernof
Resident
6648 Old PCH
Ventura, CA 93001

David Barker
Resident
6707 Breakers Way
Ventura, CA 93001

De Marie Kohler
Resident
17325 Ludlow Street
Granada Hills, CA 91344

Debbie Fortunato
Resident
1321 Post Avenue
Carpinteria, CA 93013

Dennis Turner
Resident
6702 Breakers Way
Ventura, CA 93001

Dennis & Jeanette Longwill
Resident
6628 Old PCH
Ventura, CA 93001

Douglas Otto
Resident
BWPOA
6746 Breakers Way Dr.
Ventura, CA 93001

Dr. David Chernoff
Resident
6648 Old PCH
Ventura, CA 93001

Dusty Farber
Resident
6711 Breakers Way Dr.
Ventura, CA 93001

Edward Makhanian
Resident
6762 Breakers Way Dr.
Ventura, CA 93001

Edward & Gloria Kelly
Resident
6766 Breakers Way Dr.
Ventura, CA 93001

Jack Burditt
Resident
6724 Breakers Way
Ventura, CA 93001

Jeff Rains
Resident
BWPOA
102 E. Oak Street
Ojai, CA 93023

Tom Thompson
Resident
826 Brightstar
Thousand Oaks, CA 91360

Jim Fickerson
Resident
1305 Iguana Circle
Ventura, CA 93003

John & Virginia Crotty
Resident
6694 Breakers Way Dr.
Ventura, CA 93001

Joseph Karalius
Resident
P.O. Box 5881
Oxnard, CA 93031

Kathleen & Sarah Mann
Resident
6645 Breaker Way Dr.
Ventura, CA 93001

Ken Robertson
Resident
6674 Old PCH
Ventura, CA 93001

Kew High
Resident
BWPOA
6758 Breakers Way Dr.
Ventura, CA 93001

Les & Nancy Harmon
Resident
6632 W. PCH
Ventura, CA 93001

Martha Duggan
Resident
6768 Breakers Way Dr.
Ventura, CA 93001

Mathew Imhoff
Resident
6670 Old PCH
Ventura, CA 93001

Mr. Bill Miley
Resident
919 N. Signal St.
Ojai, CA 93023

Mr. Phil White
Resident
838 East Front Street
Ventura, CA 93001

Mr. Warren Barnett
Resident
6654 Old PCH
Ventura, CA 93001

Paul Jarchow
Resident
6733 Breakers Way Dr.
Ventura, CA 93001

Rev. & Mrs. Richard Barnett
Resident
1055 Casitas Pass Rd., #207
Carpinteria, CA 93013

Richard Elkins
Resident
6651 Breakers Way Dr.
Ventura, CA 93001

Richard Zavala
Rincon Island/
Greka Oil
5750 W. PCH
Ventura, CA 9300

Robert Ciauri
Resident
6654 Old PCH
Ventura, CA 93001

Robert & Jane Brunner
Resident
6640 Old PCH
Ventura, CA 93001

Sam & Norma Makhanian
Resident
6748 Breakers Way Dr.
Ventura, CA 93001

Sanford or Michele
Porter
Resident
6602 West PCH
Ventura, CA 93001

Steven Badger
Resident
5022 San Feliciano Dr.
Woodland Hills, CA 91364

Ted & Carole Ferrari
Resident
6614 Old PCH
Ventura, CA 93001

Ted & Patricia Kimbrough
Resident
6728 Breakers Way Dr.
Ventura, CA 93001

Tim & Camille Bransam
Resident
BWPOA
6741 Breakers Way Dr.
Ventura, CA 93001

I.C. Padmanabhan
6719 Breakers Way
Ventura, CA 93001

La Conchita

Aaron Ready
Resident
7042 Bakersfield Ave.
Ventura, CA 93001

Abel J Gallardo
Resident
927 Sandberg Ln.
Ventura, CA 93003

Allen D Blackwell
Resident
P.O. Box 775
Capinteria, CA 93014

Ana Crittendon
Resident
6892 San Fernando Ave.
Ventura, CA 93001

Anamarie Evans
Resident
5014 N. Peck Rd.
El Monte, CA 91732

Andy & Joan
Resident
6984 Bakersfield Ave.
Ventura, CA 93001

Annelle Beebe
Resident
6837 Vista del Rincon
Ventura, CA 93001

Barbara Desantis
Resident
10234 Floralita
Sunland, CA 91040

Barbara J. McKinney
Resident
7127 Santa Paula Ave.
Ventura, CA 93001

Bea Dunn
Resident
6887 San Fernando
Ventura, CA 93001

Betty Banville
Resident
6765 Ojai Ave.
Ventura, CA 93001

Bill & Gina Lessing
Resident
6942 Fillmore Ave.
Ventura, CA 93001

Bob Hart
Resident
6980 Bakersfield Ave.
Ventura, CA 93001

Brad Lilly
Resident
6935 Fillmore Ave.
Ventura, CA 93001

Brian A Thompson
Resident
6995 Bakersfield Ave.
Ventura, CA 93001

Catalina Burns
Resident
5434 W 123rd St.
Hawthorne, CA 90250

Cathleen S Williams
Resident
P.O. Box 417
Carpinteria, CA 93014

Charles Youmans
Resident
6726 Ojai
Ventura, CA 93001

Charles E & Philomena Elsass
Resident
6908 San Fernando Ave.
Ventura, CA 93001

Charles J & Jeannette Nagel
Resident
10133 Gaviota Ave.
North Hills, CA 91343

Clarence E & Lois B Buchen
Resident
6928 Fillmore Ave.
Ventura, CA 93001

Claude M & Dorothy Martin
Resident
215 Alhambra Ave.
Santa Cruz, CA 95062

Dagoberto Back
Resident
4141 State St., #E8
Santa Barbara, CA 93110

Dane W & Amelia Alvis
Resident
2405 Nicklaus Dr.
Santa Maria,
CA 93466

Dane W & Amelia Alvis
Resident
7077 Oxnard Ave.
Ventura, CA 93001

Daniel K McInerney
Resident
6757 Ojai Ave.
Ventura, CA 93001

Daniel K McInerney
Resident
6780 Ojai Ave.
Ventura, CA 93001

Daniel L & Nicole Rogers
Resident
7108 N Santa Paula St.
Ventura, CA 93001

David & Lois Brewer
Resident
140 Arbor WY
Henderson, NV 89041

David H Rauch
Resident
7042 Oxnard Ave.
Ventura, CA 93001

David H & Cynthia J Klinger
Resident
23417 Via Castanet
Valencia, CA 91355

Dennis G Anderson
Resident
6913 San Fernando Ave.
Ventura, CA 93001

Donald & Gloria Chiapuzio
Resident
1150 Ventura Blvd., #97
Ventura, CA 93010

Donald G Ski
Resident
6835 Vista del Rincon
Ventura, CA 93001

Edward F Strauss
Resident
6809 Vista del Rincon
Ventura, CA 93001

Eleanor G Ramey
Resident
7079 Sunland Ave.
Ventura, CA 93001

Ernest M Garcia
Resident
6871 Zelzah Ave.
Ventura, CA 93001

Esther Benner Bancroft
Resident
6776 Breakers WY
Ventura, CA 93001

Eva F Frazier
Resident
6993 Vista del Rincon
Ventura, CA 93001

Evan E Skei
Resident
6770 Ojai Ave.
Ventura, CA 93001

Federico Jr. & Nora Talaugon
Resident
800 Manor Ridge Rd.
Santa Paula, CA 93060

Flora Razo
Resident
6932 Fillmore Ave.
Ventura, CA 93001

Fred & Shirley De Fazio
Resident
7130 Santa Paula Ave.
Ventura, CA 93001

Gary L & Kathleen M Cummings
Resident
1689 Shepard Mesa Ln.
Carpinteria, CA 93013

Gayle Teague
Resident
7032 Oxnard
Ventura, CA 93001

Geoffrey L Keith
Resident
214 S Myers
Burbank, CA 91506

George & Cora Schnackenberg
Resident
7158 Carpinteria Ave.
Ventura, CA 93001

Hank Skiles
Resident
6840 Santa Barbara Ave.
Ventura, CA 93001

Harold & Alyce Carver
Resident
6951 Vista del Rincon
Ventura, CA 93001

Harry B Jr. & Hellen Richardson
Resident
P.O. Box 82
Ventura, CA 93013

Jack G & Karen S Oren
Resident
7051 N Sunland Ave.
Ventura, CA 93001

Jack M & Betty J Brodowy
Resident
514 Avenida de La Vereda
Ojai, CA 93023

Jacob L Ribis Jr.
Resident
2470 Stokes Canyon Rd.
Calabasas, CA 91302

James C & Tianna T Lundy
Resident
5401 Business PK SO #206
Bakersfield, CA 93309

James I Beck
Resident
7096 Sunland Ave.
Ventura, CA 93001

Jeffrey D Ross
Resident
P.O. Box 3435
Santa Barbara, CA 93105

Jerome A Nesnadny
Resident
7096 Santa Paula Ave.
Ventura, CA 93001

Jerry J & Beatrice V Dunn
Resident
6747 Ojai Ave.
Ventura, CA 93001

Jessie O Arvizu
Resident
6746-3 Encino Ave.
Van Nuys, CA 91406

Jesus Perez
Resident
6749 Ojai Ave.
Ventura, CA 93003

Jim & Ellen Frew
Resident
7198 Santa Paula Ave.
Ventura, CA 93001

Jimmy Cox
Resident
25214 Huston St.
Stevenson Ranch, CA 91381

Jimmy Cox
Resident
7178 Carpinteria Ave.
Ventura, CA 93001

John Lomagno
Resident
6320 Fiesta St.
Ventura, CA 93003

John & Sharon Frascatore
Resident
7170 Carpinteria Ave.
Ventura, CA 93001

John A & Dixie G Zimmer
Resident
7076 Sunland Ave.
Ventura, CA 93001

John A & Kathleen Wood
Resident
6750 Ojai Ave.
Ventura, CA 93001

John C Boggis
Resident
3507 Perlita Ave.
Los Angeles, CA 90039

John H & Theo E Colpitts
Resident
6997 Bakersfield Ave.
Ventura, CA 93001

Joseph & Victoria Scheck
Resident
17127 Village 17
Camarillo, CA 93010

Joseph W & Elena Karalius
Resident
43 Irena
Camarillo, CA 93012

Juanita Brooks
Resident
5141 Tapo Canyon Rd.
Simi Valley, CA 93063

Julio Varela
Resident
6786 Santa Barbara
Ventura, CA 93001

Junichi & Shigeko Asakura
Resident
7118 Santa Paula Ave.
Ventura, CA 93003

Kary R & Terri R Kump
Resident
6968 Fillmore Ave.
Ventura, CA 93001

Katheryn V Sturm
Resident
1462 Warwick Ave.
Thousand Oaks, CA 91360

Kathie Klock
Resident
7066 Sunland Ave.
Ventura, CA 93001

Bonnie & Bill Kelm-Malis
Resident
7098 Sunland Ave.
Ventura, CA 93001

Kenneth R & Patricia A Stanley
Resident
748 W San Martin Pl.
Thousand Oaks, CA 91360

Kent Remsen
Resident
7078 N Sunland Ave.
Ventura, CA 93001

Kim Bennett
Resident
6893 San Fernando Ave.
Ventura, CA 93001

Kirk Peterson
Resident
6923 Fillmore Ave.
Ventura, CA 93001

Lawrence J & Sharon A Ready
Resident
6921 Vista del Rincon
Ventura, CA 93001

Lawrence P Ryan
Resident
6955 Vista del Rincon Dr.
Ventura, CA 93001

Linda Merrill
Resident
7058 Oxnard Ave.
Ventura, CA 93001

Louis G Merz
Resident
1024 N. Lima St.
Burbank, CA 91505

Louise Furden
Resident
5400 Buttercup Dr.
Pollock Pines, CA 95726

Lynn Smith
Resident
6927 Fillmore Ave.
Ventura, CA 93001

Marian L Tillman
Resident
6947 Vista del Rincon
Ventura, CA 93001

Marilyn G Lane
Resident
1806 Stanton Ave.
Glendale, CA 91201

Marion L Behncke
Resident
1024 N. Ontario St.
Burbank, CA 91505

Mark Schwind
Resident
1277 La Culebra Cr.
Camarillo, CA 93012

Martin J & Colleen M Coller
Resident
16228 Morro Rd.
Atascadero, CA 93422

Mary C & James Cox
Resident
7062 Oxnard Ave.
Ventura, CA 93001

Mary E Cooluris
Resident
Box 1973 RR #1
Clearwater, BC VOE1NO

Maryellen Schroeder
Resident
7136 Carpinteria Ave.
Ventura, CA 93001

Matt Malone
Resident
6959 Vista del Rincon
Ventura, CA 93001

Michael Chavez
Resident
7007 Surfside Dr.
Ventura, CA 93001

Michael W Scheck
Resident
6952 Fillmore Ave.
Ventura, CA 93001

Mike & Barbara Bell
Resident
6953 Surfside St.
Ventura, CA 93001

Mildred Bray
Resident
7039 Bakersfield Ave.
Ventura, CA 93001

Nancy Morgan
Resident
3930 Marshall St.
Ventura, CA 93003

Nancy L Tolivar
Resident
633 N La Cumbre Rd.
Santa Barbara, CA 93110

Nels P & Gloria Nelson
Resident
3729 Reklaw Dr.
Studio City, CA 91604

Nichole C Oudyk
Resident
11141 Tarawa Dr.
Los Alamitos, CA 90720

Norman R & Erna L Frank
Resident
4201 Cork Ln.
Bakersfield, CA 93309

Pamela J Bremmer
Resident
6935 Vista del Rincon
Ventura, CA 93001

Pauline F Frew
Resident
10115 Gothic Ave.
North Hills, CA 91343

Pedro & Maria Contreras
Resident
6936 Fillmore Ave.
Ventura, CA 93001

Randall Hart
Resident
6927 Vista del Rincon Dr.
Ventura, CA 93001

Randolph E & Lesley A Stone
Resident
7037 Surfside St.
Ventura, CA 93001

Randy Hart
Resident
6929 Vista del Rincon
Ventura, CA 93001

Ray & Gail Granger
Resident
6842 Zelzah Ave.
Ventura, CA 93001

Rev Chaffee
Resident
8920 Candy
Northridge, CA 91325

Rev Clarke
Resident
2831 E. Bloomington Dr.
ST George, UT 84770

Richard & Janet Simeone
Resident
1467 Reynolds Ct.
Thousand Oaks, CA 91362

Rob Freeman
Resident
7148 Carpinteria Ave.
Ventura, CA 93001

Rob Malone
Resident
6967 Vista del Rincon
Ventura, CA 93001

Robert Brunner
Resident
6640 W Pacific Coast HWY
Ventura, CA 93001

Robert G & Arloween Oren
Resident
11825 Barranca Rd.
Camarillo, CA 93012

Robert M Barber
Resident
818 19th St.
Santa Monica, CA 90403

Roland B Loenard
Resident
66088 E Catalina Hills Dr.
Tucson, AZ 85739

Ross Cullins
Resident
6923 San Fernando Ave.
Ventura, CA 93001

Roy E & Helen V Creath
Resident
6983 Bakersfield Ave.
Ventura, CA 93001

Ruth O Dean
Resident
6949 Fillmore Ave.
Ventura, CA 93001

S Bloom Case
Resident
P.O. Box 190
Carpinteria, CA 93014

Samuel H Ficklin
Resident
7038 Oxnard Ave.
Ventura, CA 93001

Sara B Schulze
Resident
448 Plumtree Dr.
Arvin, CA 93203

Socorro Cule
Resident
6911 Vista del Rincon
Ventura, CA 93001

Stephen & Kimberly Gregorchuk
Resident
212 N Kanan Rd.
Oak Park, CA 91377

Steve & Jean Kosztics
Resident
6969 Vista del Rincon
Ventura, CA 93001

Steve Zina Kuhn
Resident
6811 Ojai Ave.
Ventura, CA 93001

Steven A Baker
Resident
6931 San Fernando Ave.
Ventura, CA 93001

Sue Harrison
Resident
LCCD
7087 Sunland Ave.
Ventura, CA 93001

Ted Jennings
Home Owner
6779 Ojai Ave.
Ventura, CA 93001

Teresa D Jurado
Resident
532 N. Alison
Santa Barbara, CA 93101

Therese G Hazelwood
Resident
2032 Marter Ave.
Simi Valley, CA 93065

Thierry Brown
Resident
P.O. Box 744
Carpinteria, CA 93014

Thierry M Brown
Resident
P.O. Box 774
Carpinteria, CA 93014

Thomas Gallardo
Resident
7007 Bakersfield Ave.
Ventura, CA 93001

Thomas J & Jacque W Fuller
Resident
7935 Dusty Ln.
Somis, CA 93066

Thomas L & Lolini F Teas
Resident
7170 Santa Paula Ave.
Ventura, CA 93001

Thomas M Jordan
Resident
7145 Santa Paula Ave.
Ventura, CA 93001

Timothy L Seider
Resident
7095 Sunland Ave.
Ventura, CA 93001

Todd Henny
Resident
6833 Zelzah Ave.
Ventura, CA 93001

Todd law
Resident
6905 San Fernando Ave.
Ventura, CA 93001

Tom Fuller
Home Owner
7003 Surfside St.
Ventura, CA 93001

Virginia Cotsis
Resident
6820 Santa Barbara Ave.
Ventura, CA 93001

Walter John Clark
Resident
29 Windcrest
Laguna Niguel, CA 92677

Warren R Mingus
Resident
6977 Vista del Rincon
Ventura, CA 93001

William D Harbison
Resident
6754 Ojai Ave.
Ventura, CA 93001

William R & Marielle C Sadler
Resident
441 E 37th St.
Lon Beach, CA 90807

William V & Mary F Lanphar
Resident
6440 Denny Ave.
N Hollywood, CA 91606

Covington
Resident
1210 W Curie Ave.
Santa Ana, CA 92707

B-B Partnership
26951 Ruether Ave., Ste. B-1
Canyon Country, CA 91351

La Conchita Trust
1365 S Oakland Ave.
Pasadena, CA 91106

La Conchita
Ranch CO
7015 Vista del Rincon
Ventura, CA 93003

Pulliam
7015 Bakersfield
Ventura, CA 93001

Resident
6746 Ojai
Ventura, CA 93001

Resident
6760 Ojai Ave.
Ventura, CA 93001

Owner
6776 Ojai Ave.
Ventura, CA 93001

Resident
6798 Ojai
Ventura, CA 93001

Resident
6802 Santa Barbara Ave.
Ventura, CA 93001

Resident
6806 Santa Barbara Ave.
Ventura, CA 93001

Owner
6812 Santa Barbara Ave.
Ventura, CA 93001

Owner
6816 Santa Barbara Ave.
Ventura, CA 93001

Resident
6822 Santa Barbara Ave.
Ventura, CA 93001

Resident
6823 Vista del Rincon
Ventura, CA 93001

Resident
6832 Zelzah
Ventura, CA 93001

Resident
6910 San Fernando
Ventura, CA 93001

Resident
6917 San Fernando Ave.
Ventura, CA 93001

Resident
6923 Surfside Dr.
Ventura, CA 93001

Resident
6931 Fillmore Ave.
Ventura, CA 93001

Owner
6943 Fillmore Ave.
Ventura, CA 93001

Resident
6953 Fillmore Ave.
Ventura, CA 93001

Resident
6961 Vista del Rincon
Ventura, CA 93001

Owner
6973 North Fillmore Ave.
Ventura, CA 93001

Resident
6976 Bakersfield Ave.
Ventura, CA 93001

Resident
6983 Vista del Rincon Dr.
Ventura, CA 93001

Owner
6985 Vista del Rincon Dr.
Ventura, CA 93001

Resident
6991 Surfside St.
Ventura, CA 93001

Resident
6994 Vista del Rincon
Ventura, CA 93001

Resident
7006 Oxnard Ave.
Ventura, CA 93001

Resident
7021 Oxnard Ave.
Ventura, CA 93001

Resident
7035 Oxnard Ave.
Ventura, CA 93001

Owner
7048 Oxnard Ave.
Ventura, CA 93001

Resident
7050 Bakersfield Ave.
Ventura, CA 93001

Resident
7057 Sunland
Ventura, CA 93001

Dan Rogers
Resident
7108 Santa Paula Ave.
Ventura, CA 93001

Carpinteria

Amrita Salm
Board member
Carpinteria Unified School District
1400 Linden Ave.
Carpinteria, CA 93013

Beverly Grant
Board member
Carpinteria Unified School District
5529 Canalino Dr.
Carpinteria, CA 93013

Christie Boyd
Carpinteria Seal Watch
P.O. Box 700
Carpinteria, CA 93013

Chuck McQuary
Board president
MTD
5623 Calle Arena
Carpinteria, CA 3

Diane Lopez, HOA Manager
1055 Palmetto Way
Carpinteria, CA 93013

Jan Evans
President
Santa Barbara County Flower &
Nursery Growers Association
P.O. Box1170
Carpinteria, CA 93014

John & Vera Welty
Carpinteria Rotary
4526 Foothill Rd.
Carpinteria, CA 93013

Jose (Beto) Blanco
Pastor
St. Joseph's Catholic Church
1532 Linden Ave.
Carpinteria, CA 93013

Libby Weinberg
Director
Carpinteria Beautiful
P.O. Box 3124
Carpinteria, CA 93013

Doug and Jaleh White
8128 Puesta Del Sol
Carpinteria, CA 93013

Marisol Moreno
Carp. Chapter Leader
Pueblo
4956 5th St., Apt. 3
Carpinteria, CA 93013

Marybeth Carty
President
Carpinteria Women's Club
1059 Vallecito Rd.
Carpinteria, CA 93013

Rich Medel
Executive Director
Capinteria United Boys and Girls Club
4849 Foothill Rd.
Carpinteria, CA 93013

Ruthie Tremmel
Executive Director
Girls Inc.
5315 Foothill Rd.
Carpinteria, CA 93013

Ted Rhodes
Citizens for the Carpinteria Bluffs
P.O. Box 700
Carpinteria, CA 93014

Vera Bensen
Carpinteria Valley Association
P.O. Box 27
Carpinteria, CA 93013

Gary Campopiano
5345 8th Street
Carpinteria, CA 93013

John Schmidhauser
726 Arbol Verde Street
Carpinteria, CA 93013-2508

Ruth Bevington
Vista De Santa Barbara Associates
(Mobile Park)
6180 Via Real
Carpinteria, CA 93013

Ben Weiss
POA President
Rincon Point
Property Owners Association

Carpinteria Valley Chamber of Commerce
1056-B Eugenia Place
Carpinteria, CA 93013

Vera Bensen
6342 Via Real
Carpinteria, CA 93013

Resident at
417 Carpinteria Avenue
Carpinteria CA 93014

Villa Del Mar Home Owners Association (Condos)
Diane Lopez, HOA Manager
1055 Palmetto Way
Carpinteria, CA 93013

Harvey and Maria Lively
C/o Connie Lively
9233 SW 8th Drive
Portland, OR 97219
1000-01

Kate Christensen
1010-G Bailard
Carpinteria, CA 93013
1010-07

Alex and Elicenia Dalsgaard
1012-E Palmetto Way
Carpinteria, CA 93013
1012-05

Michael and Helen Ernst
1000-B Bailard Ave
Capinteria, CA 93013
1000-02

Wayne and Joyce Benza
1010 Bailard Ave. #H
Carpinteria, CA 93013
1010-08

Bill Kienzel
1012 #F Palmetto Way
Carpinteria, CA 93013
1012-06

Maria G. Renteria
1006 Palmetto Way #A
Carpinteria, CA 93013
1006-01

Ted and Debra Tursick
1010-I Bailard Ave.
Carpinteria, CA 93013
1010-09

William and Barbara Clingwald
1015-A Palmetto Way
Carpinteria, CA 93013
1015-01

John Brainerd and Lisa Willis
1006-B Palmetto Way
Carpinteria, CA 93013
1006-02

Firmo & Josephine De Mesa & Ronald Beachman
1010-J Bailard Ave.
Carpinteria, CA 93013
1010-10

Carmen O. Mann
1015-B Palmetto Way
Carpinteria, CA 93013
1015-02

Dorothy C. Thielges
1010-A Bailard Ave.
Carpinteria, CA 93013
1010-01

Antonio and Maria Gonzalez
1010 Bailard Ave. #K
Carpinteria, CA 93013
1010-11

Jacinto and Angela Chavez
1015-C Palmetto Way
Carpinteria, CA 93013
1015-03

Jerry N. Harwin
5500 Calle Real #A-140
Santa Barbara, CA 93111
1010-02

Robert and Janet Grady
1010-L Bailard Ave.
Carpinteria, CA 93013
1010-12

V.M. Gonzales- Lopez and R. Lopez
1015-D Palmetto Way
Carpinteria, CA 93013
1015-04

Kimbel and Rosalie Redmile
1010-C Bailard Ave.
Carpinteria, CA 93013
1010-03

Walter and Elizabeth Goodin
1012 A Palmetto
Carpinteria, CA 93013
1012-01

Doug Gotthard
1015-E Palmetto Way
Carpinteria, CA 93013
1015-05

Lucille J. Coke
1010-D Bailard Ave.
Carpinteria, CA 93013
1010-04

Carl Magagnosc and Autum Brook
4435 Nueces Drive
Santa Barbara, CA 93110
1012-02

Carl De Boer Keller
1015-F Palmetto Way
Carpinteria, CA 93013
1015-06

Vicky Yeh
10817 Freer Ave.
Temple City, CA 91780
1010-05

Yvette Sotomayor
1012 Palmetto Way #C
Carpinteria, CA 93013
1012-03

David Kim
1015-G Palmetto Way
Carpinteria, CA 93013
1015-07

Peter and Teresa Brown
1010 F Bailard Ave.
Carpinteria, CA 93013
1010-06

Louis and Maria Ester Garcia
1012-D Palmetto Way
Carpinteria, CA 93012
1012-04

Gloria and Richard Berman
33230 Village 33
Camarillo, CA 93012
1015-08

David and Carol Cooper
1015 I Palmetto Way
Carpinteria, CA 93013
1015-09

James J. Gahan IV
5563 Canalino Dr.
Carpinteria, CA 93013
1000-03

Richard Dean Higa
1000 #F Bailard Ave.
Carpinteria, CA 93013
1000-06

Henry Farmer
1015-J Palmetto Way
Carpinteria, CA 93013
1015-10

Diane J. and Clyde N. Freeman III
236 Toro Canyon Rd.
Carpinteria, CA 93013
1000-04

Christina Tejada
7095 Shepard Mesa Rd.
Carpinteria, CA 93013
1006-03

Diane Lopez
1055 Palmetto Way
Carpinteria, CA 93013

Alejandro and Enrique Ornelas
1000 E. Bailard Ave.
Carpinteria, CA 93013
1000-05

Donna A. Thomas
3210 Lucinda Lane
Santa Barbara, CA 93105
1006- 04

Harry Van Wingerden
3902 Via Real
Carpinteria, CA 93013
1006-05

Donna M. Dawson
1006 F. Palmetto Way
Carpinteria, CA 93013
1006-06

Larry and Hazel Hertzler
1006 G Palmetto Way
Carpinteria, CA 93013
1006-07

Roy M. Rede and Maria- Luise E. Goodwin
1006-H Palmetto Way
Carpinteria, CA 93013
1006-08

Perry A. and Kristi C. White
1018 #A Palmetto Way
Carpinteria, CA 93013
1018-01

Leslie Ruffalo
1018 B Palmetto Way
Carpinteria, CA 93013
1018-02

Gloria Jansen Burns CPA
23 Hitchcock Way #103
Santa Barbara, CA 93105
1018-03

Vicente and Marie Zavala
1018-D Palmetto Way
Carpinteria, CA 93013
1018-04

Margaret W. Rindlaub
1727 La Coronilla Dr.
Santa Barbara, CA 93109-1617
1020-01

Duncan H. Abbott
P.O. Box 1322
Carpinteria, CA 93014
1020-02

Jill Ricotta
1020-C Bailard Ave.
Carpinteria, CA 93013
1020-03

Robert, Melanie, Lewis Abe
1020-D Bailard Ave.
Carpinteria, CA 93013
1020-04

David Bader
1020 #E Bailard Ave.
Carpinteria, CA 93013
1020-05

Ann Smith
1020-F Bailard Ave.
Carpinteria, CA 93013
1020-05

Victor Plana and Diego Hernandez
1020-G Bailard Ave.
Carpinteria, CA 93013
1020-07

Robert J. and Janice M. Thomson
203 Serpolla Dr.
Carpinteria, CA 93013
1020-08

Norma L. Migliazza
1024-A Palmetto Way
Carpinteria, CA 93013
1024-01

Albert and Alma Byrnes
C/o Alex Byrnes
852 Peach Ave.
Sunnyvale, CA 94087
1024-02

Karen Edgar Brown
925 Walnut Dr.
Paso Robles, CA 93446
1024-03

Domingo and Teresa Ortiz
1024-D Palmetto Way
Carpinteria, CA 93013
1024-04

Chris and Tracie Baxter
225 E. Carrillo St. Suite 201
Santa Barbara, CA 93101
1024-05

Manuel and Juanita Torres
1024-F Palmetto Way
Carpinteria, CA 93013
1024-06

Alan and Karen Florence
1024-G Palmetto Way
Carpinteria, CA 93013
1024-07

Richard Byars and Pedro Moran
1024-H Palmetto Way
Carpinteria, CA 93013
1024-08

Thomas E. Pearson
6341-D Joaquin Murieta Ave.
Newark, CA 94560
1025-01

Harry VanWingerden
3902 Via Real
Carpinteria, CA 93013
1025-02

Alice Y. Bingham
1025 #C Palmetto Way
Carpinteria, CA 93013
1025-03

Washington Mutual Bank
Attn: FIS HOA Dept.
P.O. Box 6820
Westminister, CO 80021
1025-04

Cathy Anderson
1025 Palmetto Way #E
Carpinteria, CA 93013
1025-05

Mark M. Evans
1025-F Palmetto Way
Carpinteria, CA 93013
1025-06

Howard Kaplan
1025-G Palmetto Way
Carpinteria, CA 93013

Steve and Marsha Mendoza
1305 Camino Trillado
Carpinteria, CA 93013
1025-08

Martha M. Surbida
P.O. Box 5769
Santa Barbara, CA 93150
1025-09

Louis Erb and Nadine Stern
1025 Palmetto Way #J
Carpinteria, CA 93013
1025-10

Others interested individuals

Ron Bensel
123 E. Anapamu Street
Santa Barbara, CA 93101

Bart Bleuel
130 Cleveland Ct.
Ventura, CA 93003

Dick Drosendahl
41 Chase Drive
Santa Barbara, CA 93108

James Biega
2566 Pierpont Blvd.
Ventura, CA 93001

Kate Faulkner
159 S. Coronado
Ventura, CA 93001

Chris Meagher
122 W. Figueroa
Los Angeles, CA

Michael Mortensen
22 N. Milpas Street H
Santa Barbara, CA 93103

Joe Whiteford
4656 Valentine Road
Ventura, CA

Tim Wilbur
4479 Sweet Briar
Ventura, CA 93003

Sue Harrison
7087 Sunland Avenue
Ventura, CA 93001

Wilson Hubbell
494 Camino Aldea
Santa Barbara, CA 93111

Wendy Kaysing
102 N. Hope Avenue #31
Santa Barbara, CA 93110

James M. McClure
5080 Rhoads Avenue #E
Santa Barbara, CA 93111

Robert Meeker
10670 Creek Road
Ojai, CA 93023

David Lawson
624 Via Miguel
Santa Barbara, CA 93111

Thomas J. McGillis, M.D.
5206 Beckford Street
Ventura, CA 93003

Colby Allen
1206 E. Main Street Apt.B
Ventura, CA 93001

Andre Luthard
202 S. 14th Street
San Jose, CA 95112

Jane Prickett Luthard
800 N. 8th Street #106
San Jose, CA 95112

Andrew and Judith Gustafson
467 Montana Circle
Ojai, CA 93023

Ana Citrin
PO Box 92233
Santa Barbara, CA 93190

Appendix A CEQA Checklist

Environmental Factors Potentially Affected

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment. Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts and avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

	Aesthetics		Hazards & Hazardous Materials		Public Service
	Agriculture Resources		Hydrology/Water Quality		Recreation
	Air Quality		Land Use/Planning		Transportation/Traffic
	Biological Resources		Mineral Resources		Utilities/Service System
	Cultural Resources		Noise		Mandatory Findings of Significance
	Geology/Soils		Population/Housing		

DETERMINATION: On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	**X**
I find that the proposed project MAY have a significant effect on the environmental, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unmitigated" impact on the environmental, but at least one effect (1) has been adequately analysed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that althrough the proposed project could have a significant effect on the environment, because all potentially significant effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

Signature Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
1. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?				**X**
The proposed project features would not obstruct views of or from the nature preserve or obstruct access.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
There are no substantial trees, rock outcroppings, or historic buildings within the project limits.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?		**X**		
Two project features (soundwalls and changeable message sign) do have a potential to obstruct the views of the communities and motorist. Soundwalls at Bailard Interchange would block the residents along Via Real's partial views of the ocean. Soundwalls at La Conchita would block ocean views and proposed soundwalls located on the north side of Mussel Shoals community would block the view of the coastal mountains to the north.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	
The proposed project does not introduce any new highway lighting. The proposed CMS sign would produce a negligible amount of lighting without spilling into the neighboring communities.				

2. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

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?				**X**
The proposed project affects an existing facility and is not expected to change the existing environment of the surrounding area. This would not result in the conversion farmland into non-agricultural use.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
The project would not change or conflict with the existing agricultural zoning.				
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				**X**
The proposed project would not convert farmland into non-agricultural use.				

3. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?				**X**
The 2006 TIP or RTIP, was adopted by SBCAG in January 19, 2006, and by SCAG on July 26, 2006. FHWA approved the 2006 RTIP on October 2, 2006. The proposed project is listed in TIPs that conform to the purpose of State Air Quality Implementation Plan or SIP; therefore, this project would not conflict with or obstruct the implementation of any of the existing plans.				

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		**X**		
Short-term impacts to air quality are expected during construction due to types of work performed, construction equipment and motor vehicles used. Temporary air quality impacts are considered less than significant with the mitigation proposed in the Air Quality section of this IS/EA. A comprehensive analysis of potential air pollutants has concluded that the proposed project alternatives do not pose any significant operational impact on the ambient air quality in the project vicinity.				
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		**X**		
Operation of the proposed project would comply with all applicable air quality plans, and be expected to improve traffic circulation in the area, which would result in improved air quality. Therefore, project contributions to cumulative air quality impacts are considered less than cumulatively considerable.				
d) Expose sensitive receptors to substantial pollutant concentrations?		**X**		
During construction adjacent communities will be exposed to pollutants from grading and construction equipment. Construction air quality pollutants would dissipate rapidly. Mitigation measures identified in the Air Quality Section of this IS/EA would reduce the impacts to "less than significant".				
e) Create objectionable odors affecting a substantial number of people?			**X**	
Construction equipment exhaust may create temporary intermittent odors to nearby communities. The odors should dissipate rapidly.				

4. BIOLOGICAL RESOURCES - Would the project:

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 Game or U.S. Fish and Wildlife Service?				**X**
Caltrans biologist conducted surveys of the project area. No habitat or special status species or listed species are present within the project area. The project would not conflict with any local or regional plans or polices for wildlife.				
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 Game or US Fish and Wildlife Service?				**X**
No sensitive natural communities or riparian habitats were located within the project site.				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		**X**		
Surveys for federally protected wetlands as defined by Section 404 of the Clean Water Act were conducted. No wetlands were identified in the project area, but jurisdictional "waters of the U.S." are within the project vicinity. FULL BUILD Alternative would require extension of a box culvert. Refer to section 2.3.1 Wetlands and Other Waters of the IS/EA for mitigation measures to reduce impacts to "less than significant".				

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
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?				**X**
No wildlife corridors are within the project site.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
Caltrans will comply with the local policies and ordinances protecting biological resources throughout the project limits.				
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?				**X**
No adopted Habitat Conservation Plans or Natural Community Conservation Plans are within the project area.				

5. CULTURAL RESOURCES - Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				**X**
The Historical Property Survey Report prepared by Caltrans showed no historical resources located within the project APE map eligible for the National California or local registers.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		**X**		
Archaeological resources are located within the project APE map. An Environmental Sensitive Area (ESA) will be established to protect the sites from any potential effects and will be delineated in the contract plans. Avoidance measures will reduce the project impacts to “less than significant”.				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			**X**	
A Paleontological monitor would oversee all excavations in the high sensitivity formations south of SR 150.				
d) Disturb any human remains, including those interred outside of formal cemeteries?			**X**	
ESA fencing would be placed within the established site areas and that an archaeological monitor be present during any ground disturbing activities. Should any cultural resources or human remains be encountered during construction, all work in the area of the discovery must stop until the on-site monitor can evaluate the nature and significance of the find.				

6. GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to 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.			**X**	
ii) Strong seismic ground shaking?			**X**	

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
iii) Seismic-related ground failure, including liquefaction?			**X**	
Ground shaking, ground rupture and liquefaction have the potential to occur in the proposed project area. The project structures would be built to current design standards to withstand ground shaking/ground rupture and liquefaction. "Less than significant" impacts are anticipated with Build Alternatives.				
iv) Landslides?				**X**
The proposed project is predominately on level ground and will not require major grading activities that would cut into the hillside. The proposed project would also stay within the roadway prism and not increase or decrease the potential for landslides.				
b) Result in substantial soil erosion or the loss of topsoil?				**X**
The existing drainage system would be used to accommodate the new project features. The project would not result in substantial soil erosion or 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?				**X**
Refer to section, iv) Landslides, above.				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				**X**
The proposed project is not located in an expansive soils area per Geological Report.				
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?				**X**
The proposed project does not affect any existing or proposed septic tanks or wastewater disposal systems.				

7. HAZARDS AND HAZARDOUS MATERIALS -

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	
ADL was found to be present within the shoulders of the roadway and to be within Caltrans variance thresholds and contaminated soils. The soil would be buried per the variance requirements. Construction of the proposed project would require hazardous materials such as petroleum products and solvents. These products in small amounts would be stored on site. The contractor would be required to have a designated staging area away from sensitive receptors or school site.				
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?				**X**
Please see response a).				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
Please see response a).				

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
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?				**X**
Per the Hazardous Waste Report completed for the proposed project, no hazardous material sites are located within the project area				
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 for people residing or working in the project area?				**X**
The proposed project is not located within an airport land use plan and is not within 2 miles of a public or private airport.				
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				**X**
Please see response e).				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
The proposed project would not impair the implantation or physically interfere with an adopted emergency response plan or emergency evacuation plans. The proposed project will help facilitate traffic through the project area. Construction of the proposed project may temporarily reduce the number of through lanes within the project corridor. As part of the construction outreach process and the Transportation Management Plan, the local agencies and emergency agencies will be notified on a weekly basis of lane closures.				
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				**X**
The proposed project is upgrading the existing facility. The project would not expose people or structures to a significant risk of wildland fires.				

8. HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements?			**X**	
The proposed project would follow Caltrans NPDS and SWPPP requirements. The proposed project would not violate any water quality standards. Project impacts would be considered less than significant.				
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				**X**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			**X**	

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
The proposed project would tie into the existing Department drainage facilities along the project corridor. The project would not require any substantial changes to the existing drainage facility or offsite drainage pattern. Please refer to the Hydrology Section of the IS/EA for the full analysis. Project impacts are considered to be less than significant.				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				**X**
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			**X**	
The Location Hydraulic Study indicated the existing Department drainage facility would be able to accommodate the added runoff caused by the proposed project and BMP's proposed in the Hydrology and Water Quality Sections of the IS/EA would reduce impacts of the stormwater runoff of the U.S. 101 within the project limits. Project impacts are considered less than significant.				
f) Otherwise substantially degrade water quality?			**X**	
The proposed project would follow Caltrans NPDS and SWPPP requirements and utilize BMPs to reduce impacts of the stormwater runoff, so water quality would not be substantially degraded and project impacts would be considered less than significant.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				**X**
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			**X**	
The proposed project would not cause substantial rising of the elevation of the (100 year) base flood; therefore, there would be no floodplain impact caused by this project to the surrounding areas. The floodway is contained in a channel according to the Flood Insurance Rate Map. The proposed project impacts would be considered less than significant.				
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			**X**	
Backwater damages would not affect residents, buildings, crops and natural beneficial Floodplain values due to a 100 year storm event as a result of this project and the value of 100 year storm damages to the project are minimal. There would be no longitudinal encroachment, significant encroachment or any support of incompatible Floodplain development. Based upon the Location Hydraulic Study, it is determined that this is a low risk project and impacts would be less than significant.				
j) Inundation by seiche, tsunami, or mudflow?				**X**

9. LAND USE AND PLANNING - Would the project:

a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				**X**

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
The proposed project would not conflict with any applicable land use plans, policies or regulations of an agency with jurisdiction over the project (please refer to the Land Use Section of the IS/EA for a full analysis). The proposed project would require local coastal permits from Ventura and Santa Barbara Counties and the City of Carpinteria prior to project construction.				
b) Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**
The proposed project would not conflict with any applicable habitat conservation plans or natural community conservation plans. No impacts would be anticipated.				

10. MINERAL RESOURCES - Would the project:

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?				**X**
The proposed project would not result in the loss of availability of known mineral resources. No impacts would be anticipated.				
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?				**X**
The proposed project would not				

11. NOISE - Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		**X**		
The proposed project noise levels would warrant sound attenuation. The proposed project features identify soundwalls for communities along Via Real north of the Bailard Avenue Interchange, La Conchita, and Mussel Shoals. The soundwalls would reduce sound levels per Department protocol. Please refer to the Noise Section of the IS/EA for a more detailed analysis.				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		**X**		
Please refer to section a) above and the Noise Section of the IS/EA.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		**X**		
Please refer to section a) above and the Noise Section of the IS/EA.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		**X**		
Please refer to section a) above and the Noise Section of the IS/EA.				
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 expose people residing or working in the project area to excessive noise levels?				**X**
The proposed project is not located within two miles of a public airstrip, no impacts are anticipated.				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				**X**

Please refer to section e)	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts

12. POPULATION AND HOUSING - Would the project:

a) Induce substantial 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)?				**X**
The proposed project is upgrading an existing facility to improve the level of service through the U.S. 101 regional corridor. The proposed project would not construct a new road or extension of a road to indirectly induce population growth in the surrounding areas. No impacts are anticipated.				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**
No houses will be displaced by the proposed project. No impacts are anticipated.				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**
No people would be displaced due to the proposed project. No impacts are anticipated.				

13. PUBLIC SERVICES -

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:

a) Fire protection?				**X**
The proposed project would not increase the demand or create new demand on fire protection services. No impacts anticipated.				
b) Police protection?				**X**
The proposed project would not increase the demand or create new demand on police protection services. No impacts anticipated.				
c) Schools?				**X**
The proposed project would not increase the demand or create new demand on school services. No impacts anticipated.				
d) Parks?				**X**
The proposed project would not increase the demand or create new demand on parks services. No impacts anticipated.				
Other public facilities?				**X**
The proposed project would not increase the demand or create new demand on other public facilities services. No impacts anticipated.				

14. RECREATION -

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				**X**
The proposed project would not increase the demand or create new demand on regional parks services. No impacts anticipated.				

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
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?				**X**

15. TRANSPORTATION/TRAFFIC - Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				**X**
The proposed project would improve the circulation within the project corridor. The proposed project would not result increase the existing traffic load or impact local intersections. No impacts are anticipated.				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				**X**
The proposed project would improve the LOS to the mainline U.S. 101 and intersections within the project corridor. No impacts are anticipated.				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				**X**
No public or private airports are within the project area. No impacts are anticipated.				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				**X**
The proposed project would improve some non standard features. The proposed project would improve the on and off ramps at La Conchita and Mussel Shoals. The proposed project would also close the medians at La Conchita, Mussel Shoals and at Tank Farm. No impacts are anticipated				
e) Result in inadequate emergency access?				**X**
There may be temporary impacts to emergency access during construction. The TMP would reduce impacts by coordination with the emergency agencies. Due to the temporary nature of the impacts they will be considered less than significant.				
f) Result in inadequate parking capacity?			**X**	
The project may result in a loss of available parking at the Cliff House Inn; however, the owner would be compensated for any loss of parking on private property the owner.				
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				**X**
The proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation. No impacts are anticipated.				

16. UTILITIES AND SERVICE SYSTEMS - Would the project:

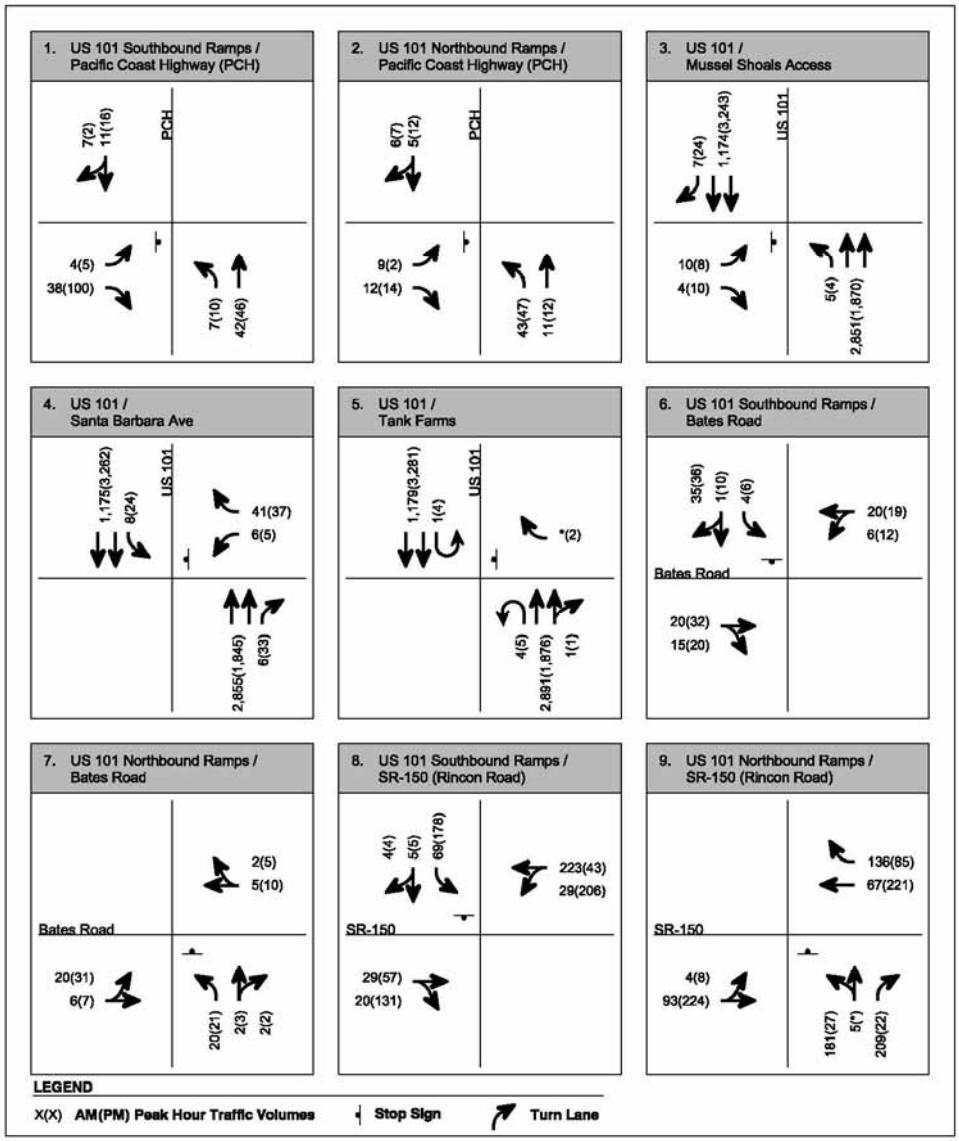
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				**X**
The proposed project is a transportation project. The proposed project would not require a wastewater facility. No impacts are anticipated.				

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No Impacts
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.				
The proposed project is a transportation project. The proposed project would not require a wastewater facility. No impacts are anticipated.				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**	
The proposed project would not require expansion of existing drainage facilities. Alternative 3 may require the box culverts to be extended for the roadway widening. Project impacts would be considered less than significant.				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				**X**
The proposed project would not required increased water supply. No project impacts are anticipated				
e) 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?				**X**
The proposed project would require the services of a wastewater treatment plant. No impacts are anticipated.				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**	
The proposed project would use a local landfill to dispose of demolition materials. The use of landfill would be temporary and it is Department policy is to recycle materials as much as possible. Project impacts would be less than significant.				
g) Comply with federal, state, and local statutes and regulations related to solid waste?				**X**
Caltrans would comply with federal, state and local statutes and regulations related to solid waste. No impacts are anticipated.				

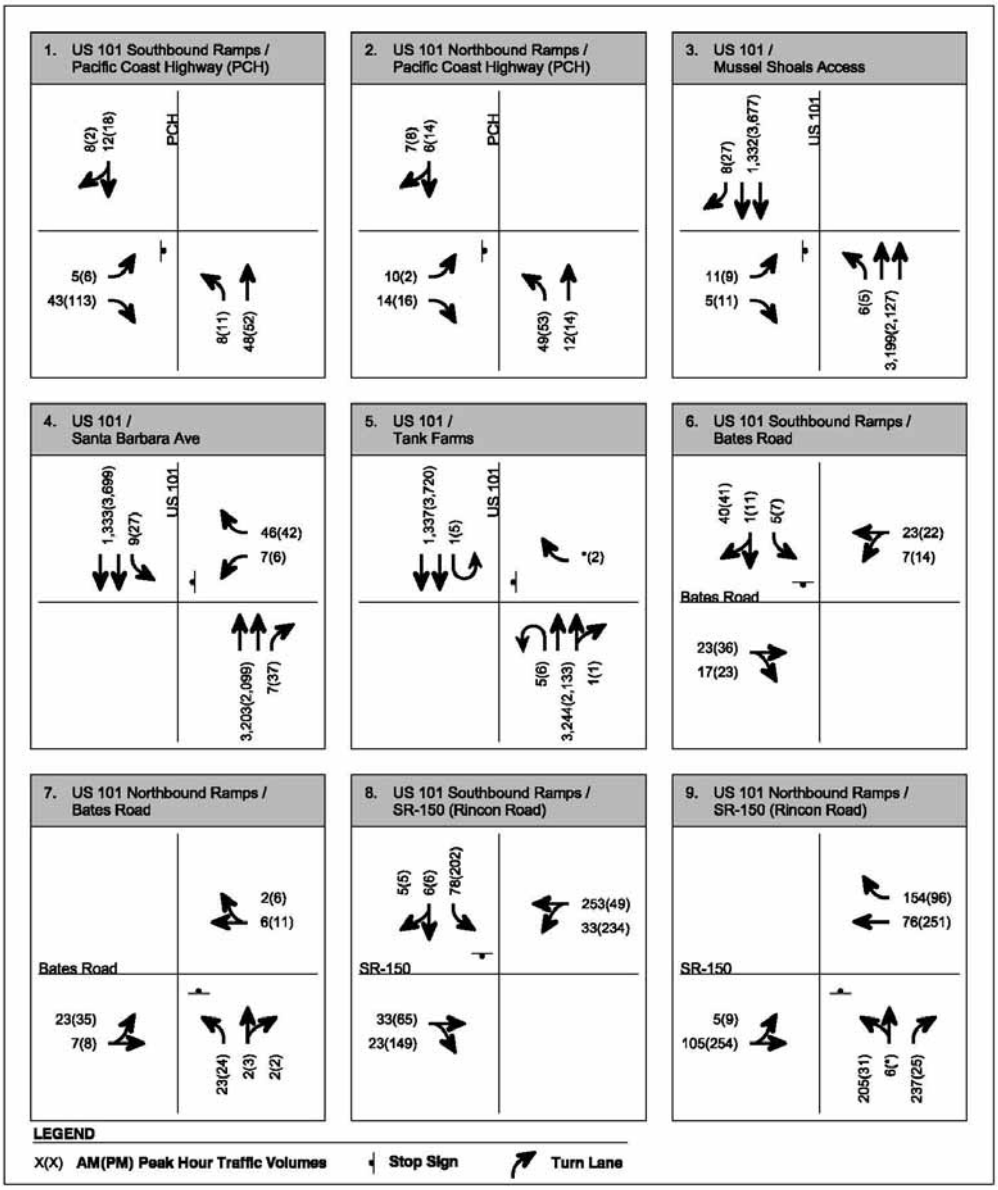
17. MANDATORY FINDINGS OF SIGNIFICANCE -

a) Does the project have the potential to 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, 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?			**X**	
As stated in the NES, HPSR and Biological Resources and Cultural Resource Section of the IS/EA the project would not have the potential to 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 a self-sustaining levels, threatened to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important example or the major periods of California history or prehistory. Project is considered to be less than significant.				
	Potentially significant impact	Less than significant impact with mitigation	Less than significant	No impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		**X**		
The proposed project would not create individually or cumulatively considerable impacts. Please refer to the Cumulative Impacts Section of the IS/EA for full analysis and mitigation measures.				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly				**X**
The proposed project would not cause a substantial adverse effect on human beings, either directly or indirectly. No impacts are necessary				

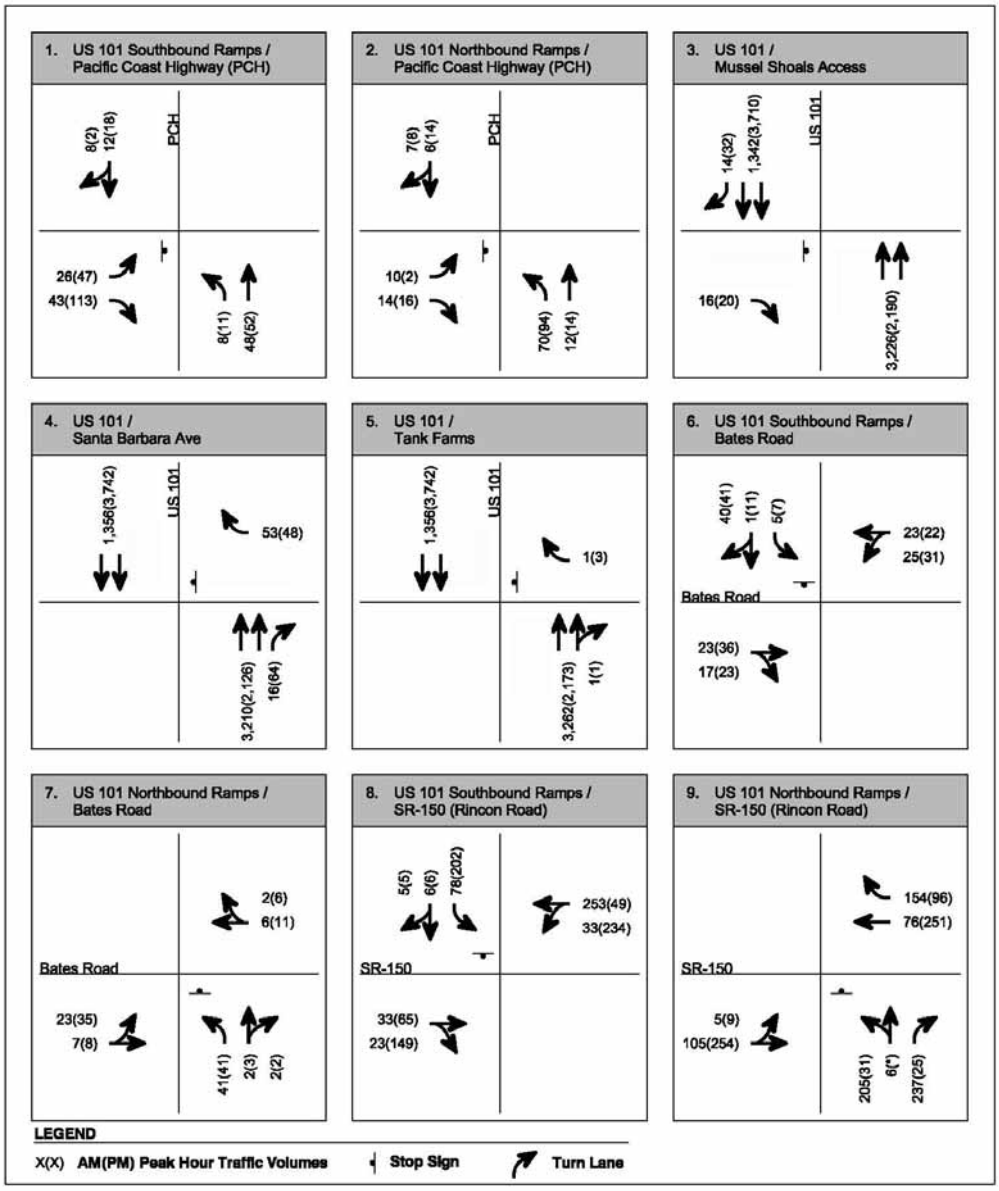
Appendix B Traffic Flow Charts



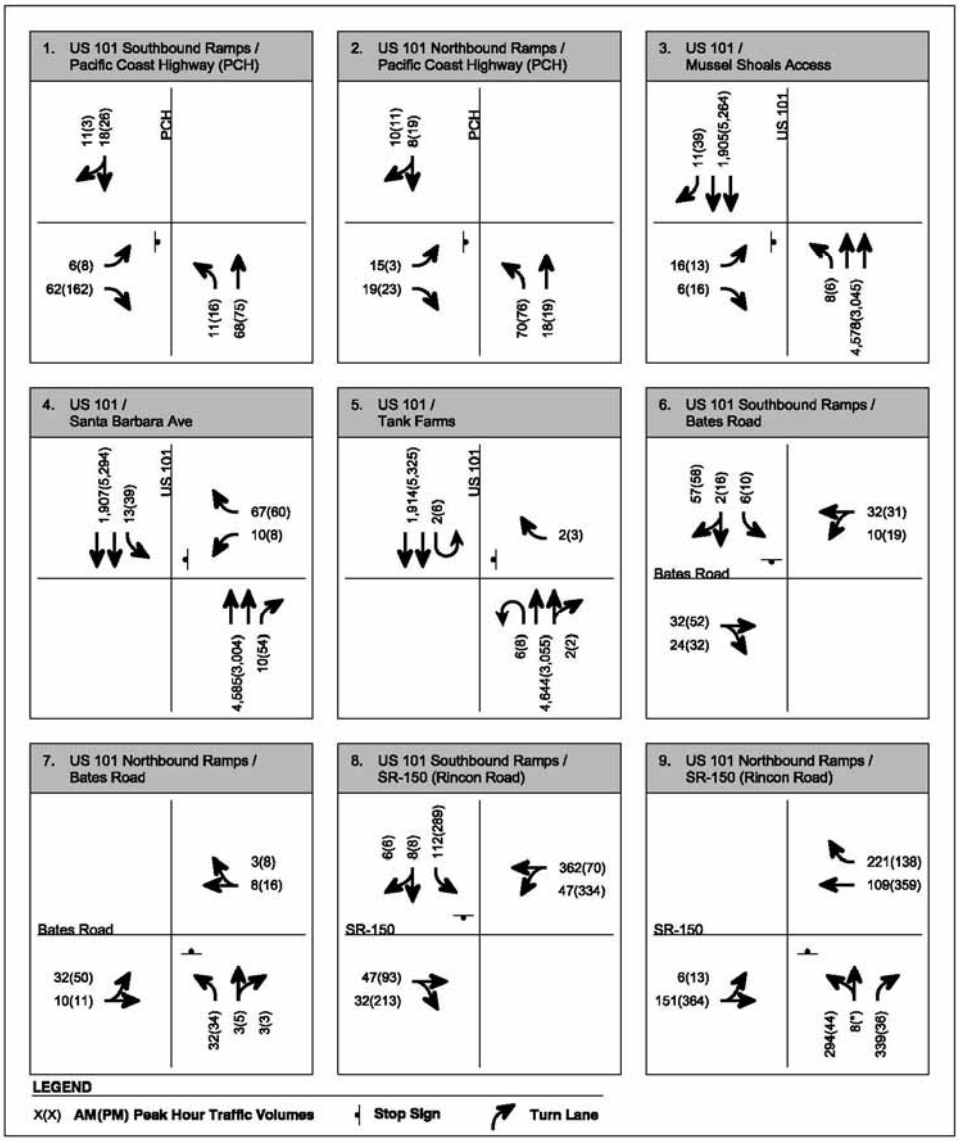
Existing



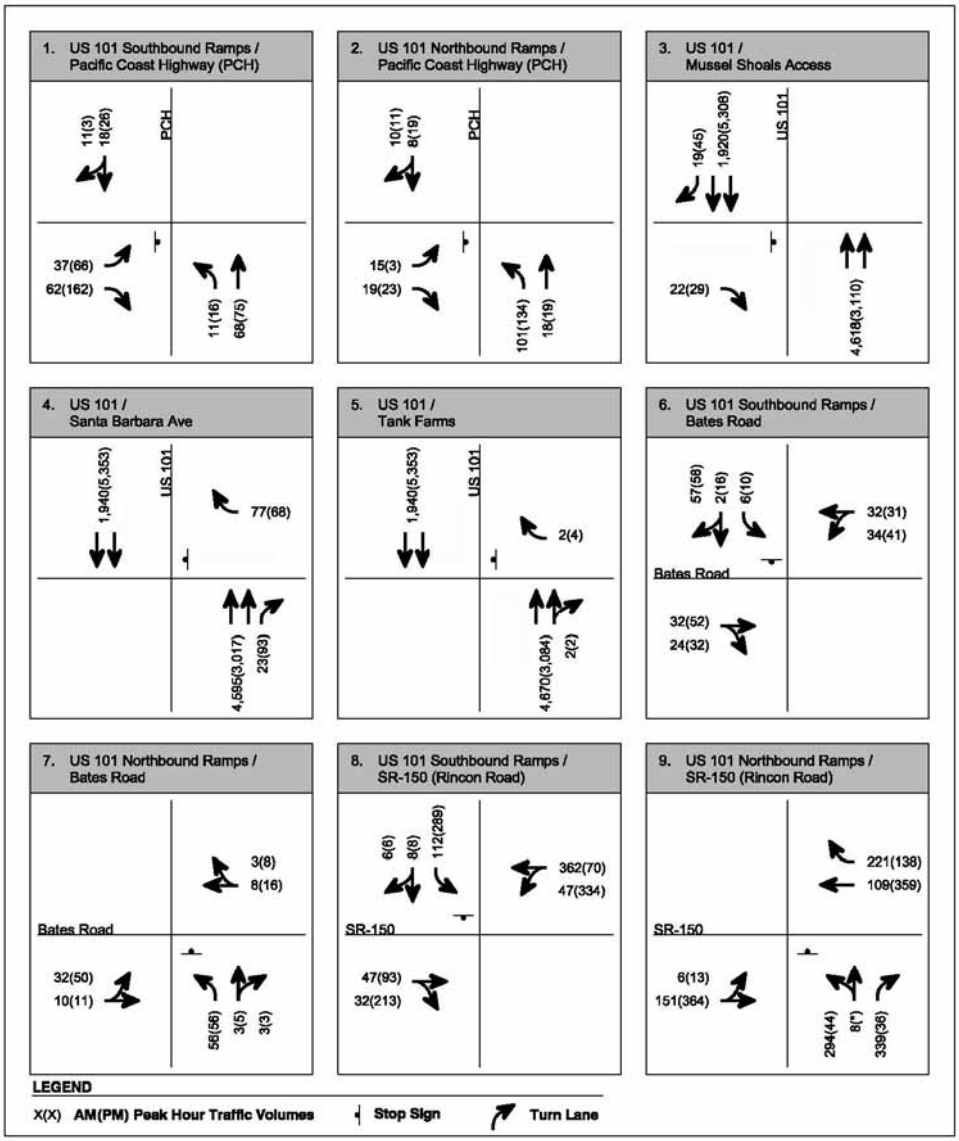
2015 No-Build


1. US 101 Southbound Ramps / Pacific Coast Highway (PCH)
8(2)
12(18)
PCH
26(47)
43(113)
8(11)
48(52)
2. US 101 Northbound Ramps / Pacific Coast Highway (PCH)
7(8)
6(14)
PCH
10(2)
14(16)
70(94)
12(14)
3. US 101 / Mussel Shoals Access
14(32)
1,342(3,710)
US 101
16(20)
3,226(2,190)
4. US 101 / Santa Barbara Ave
1,356(3,742)
US 101
53(48)
3,210(2,126)
16(64)
5. US 101 / Tank Farms
1,356(3,742)
US 101
1(3)
3,262(2,173)
1(1)
6. US 101 Southbound Ramps / Bates Road
40(41)
1(11)
5(7)
23(22)
25(31)
Bates Road
23(36)
17(23)
7. US 101 Northbound Ramps / Bates Road
2(6)
6(11)
Bates Road
23(35)
7(8)
41(41)
2(3)
2(2)
8. US 101 Southbound Ramps / SR-150 (Rincon Road)
5(5)
6(6)
78(202)
253(49)
33(234)
SR-150
33(65)
23(149)
9. US 101 Northbound Ramps / SR-150 (Rincon Road)
154(96)
76(251)
SR-150
5(9)
105(254)
205(31)
6(*)
237(25)
LEGEND
X(X) AM(PM) Peak Hour Traffic Volumes
Stop Sign
Turn Lane

2015 Build



2035 No-Build


1. US 101 Southbound Ramps / Pacific Coast Highway (PCH)
11(3)
18(26)
PCH
37(66)
62(162)
11(16)
68(75)
2. US 101 Northbound Ramps / Pacific Coast Highway (PCH)
10(11)
8(19)
PCH
15(3)
19(23)
101(134)
18(19)
3. US 101 / Mussel Shoals Access
19(45)
1,920(5,306)
US 101
22(29)
4,618(3,110)
4. US 101 / Santa Barbara Ave
1,940(5,353)
US 101
77(68)
4,595(3,017)
23(93)
5. US 101 / Tank Farms
1,940(5,353)
US 101
2(4)
4,670(3,084)
2(2)
6. US 101 Southbound Ramps / Bates Road
57(58)
2(16)
6(10)
32(31)
34(41)
Bates Road
32(52)
24(32)
7. US 101 Northbound Ramps / Bates Road
3(8)
8(16)
Bates Road
32(50)
10(11)
56(56)
3(5)
3(3)
8. US 101 Southbound Ramps / SR-150 (Rincon Road)
6(6)
8(8)
112(289)
362(70)
47(334)
SR-150
47(93)
32(213)
9. US 101 Northbound Ramps / SR-150 (Rincon Road)
221(138)
109(359)
SR-150
6(13)
151(364)
294(44)
8(*)
339(36)
LEGEND
X(X) AM(PM) Peak Hour Traffic Volumes
Stop Sign
Turn Lane

2035 Build

Appendix C Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

Flex your power!
Be energy efficient!

January 14, 2005

TITLE VI
POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

WILL KEMPTON
Director

"Caltrans improves mobility across California"

Appendix D Glossary and Abbreviated Terms

ADT Average Daily Traffic
AADT Annual Average Daily Traffic
ACHP Advisory Council on Historic Preservation
ACM Asbestos Containing Materials
ACOE US Army Corps of Engineers
ADA American with Disabilities Act
ADL Aerially Deposited Lead
APE Area of Potential Effect
AQ Air Quality
AQMP Air Quality Management Plan
ARB Air Resources Board
ASR Archaeological Study Report
BMP Best Management Practice
BSA Biological Study Area
CAA Clean Air Act
CAAA Clean Air Act Amendments
CARB California Air Resources Board
CCR California Code of Regulations
CC & R Covenants, Conditions, and Restrictions
CDFG California Department of Fish and Game
CEQ Council on Environmental Quality
CEQA California Environmental Quality Act
CERCLA Comprehensive Environmental Response, Compensation and Liability Act
CERFA Community Environmental Response Facilitation Act
CESA California Endangered Species Act
CFR Code of Federal Regulations
CHP California Highway Patrol
CMP Congestion Management Plan
CNDDB California National Diversity Database
CNPS California Native Plant Society
CO Carbon Monoxide
CT California Department of Transportation (Caltrans)
CTC California Transportation Committee
CWA Clean Water Act
d.B.A. decibels on the A scale
DED Draft Environmental Document
DEIR Draft Environmental Impact Report
DEIS Draft Environmental Impact Statement
DEP Division of Environmental Planning (Caltrans)
DOI Department of the Interior
DOT Department of Transportation
DTSC Department of Toxic Substances Control
EIR Environmental Impact Report
EIS Environmental Impact Statement
EPA Environmental Protection Agency
ESA Endangered Species Act
FCAA Federal Clean Air Act Amendments of 1990
FED Final Environmental Document
FEIR Final Environmental Impact Report
FEIS Final Environmental Impact Statement
ROD Record of Decision (Record of Decision)
RTIP Regional Transportation Improvement Plan
RTP Regional Transportation Plan
RWQCB Regional Water Quality Control Board
FEMA Federal Emergency Management Agency
FESA Federal Endangered Species Act
FHWA Federal Highway Administration
FTA Federal Transit Administration
HOA Home Owners Association
HOV High Occupancy Vehicle
HP/A Habitat Present/Absent
HW Hazardous Waste
IGR Intergovernmental Review
IRIS Integrated Risk Information System
ISA Initial Site Assessment
KP Kilometer Post
LBP Lead Based Paint
LOS Level of Service
MFL Mixed Flow Lanes
MLD Most Likely Descendant
MMP Mitigation Monitoring Program
MMRR Mitigation Monitoring and Reporting Record
MOA Memorandum of Agreement
MOU Memorandum of Understanding
MSAT Mobile Source Air Toxics
NAAQS National Ambient Air Quality Standards
NAC Noise Ambient Criteria
NAHC Native American Heritage Commission
NATA National Air Toxic Assessment
NESR National Environmental Study Report
NHPA National Historic Preservation Act
NLEV National Low Emissions Vehicle
NOA Naturally Occurring Asbestos
NOAA National Oceanic and Atmospheric Administration
NOD Notice of Determination (CEQA)
NOE Notice of Exception (CEQA)
NOI Notice of Intent (NEPA)
NOP Notice of Preparation (CEQA)
NO_X Nitrogen Oxide
NPDES National Pollutant Discharge Elimination System
NRHP National Register of Historic Places
O_3 Ozone
OSHA Occupation Safety and Health Act
PA Programmatic Agreement
PDT Project Development Team
PE Permanent Easement
PeMS Performance Measurement Systems
PM Post Mile
PM_{10} Particulate Matter of 10 microns in diameter or smaller
POAQC Project of Air Quality Concern
ppm Parts per million
PR Project Report
PS&E Project Specifications and Estimates
PSI Preliminary Site Investigation (HW)
PSR Project Study Report
PSSR Project Scope summary Report
RAP Relocation Assistance Program
RCRA Resource Compensation Recovery Act

R/W Right of Way
SBCAG Santa Barbara County Association of Governments
SCAG Southern California Association of Governments
SCCAB South Central Coast Air Basin
SCCIC South Central Coastal Information Center
SCH State Clearinghouse
SHOPP State Highway Operation and Protection Program
SHPO State Historic Preservation Officer
SI Site Investigation
SR State Route
SWPPP Storm Water Pollution Prevention Plan
TASAS Traffic Accident Surveillance and Analysis System
TCE Temporary Construction Easement
TCRP Transportation Congestion Relief Program
TIP Transportation Improvement Program
TMP Traffic Management Plan
TNAP Traffic Noise Analysis Protocol
TSCA Toxic Substances Control Act
TSM Transportation System Management
TWSC Two Way Stop Control
USC United States Code
USFWS US Fish and Wildlife Service
USGS Unites States Geological Services
VA Value Analysis
VCAPCD Ventura County Air Pollution Control District
VCTC Ventura County Transportation Commission
VMT Vehicle Miles Traveled
VPHPL Vehicles per hour per lane

Appendix E Minimization and/or Mitigation Summary

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
HUMAN ENVIRONMENT				
Existing and Future Land Use	The communities of Mussel Shoals and La Conchita would not be used for construction staging. A Traffic Management Plan (TMP) would be developed by the contractor which would indicate staging areas.	Final Design and Construction	Design/ Construction	Construction/ Environmental Planning
Coastal Zone	The proposed BUILD alternatives would require coordination with local permitting agencies to ensure approval of Local Coastal Development Plans. A Coastal Development Permit would be required within each jurisdiction (e.g., Santa Barbara and Ventura Counties and the City of Carpinteria) to ensure compliance with the plans and the California Coastal Act.	Final Design and Construction	Environmental Planning	Santa Barbara County/Ventura County/ City of Carpinteria/California Coastal Commission
Parks and Recreation	Construction staging would be implemented so that the affected bikeway would remain open for use during construction of the project, when feasible with K-rail or temporary barriers could be used. Caltrans shall provide advance notice of any access restrictions and/or closures via appropriate public outreach measures including direct coordination with affected stakeholders when feasible. Alternate route or space would be made available for use during construction and construction time should be limited to minimize potential route closures.	Final Design and Construction	Design/ Construction	Construction/ Environmental Planning
Community Character and Cohesion	The recommendation on noise abatement measures is made by the project proponent,	Final Design	Design/Noise/ Environmental	Environmental Planning

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	however, an avoidance measure can be considered from the results of the reasonableness determination and information collected during the public input process. The opinions of affected property owners would be considered in reaching a final decision on the noise abatement measures to be provided. Noise abatement within state right-of-way would not be provided if more than 50 percent of the affected property owners do not want it. Provision of offsetting benefits and opportunities to enhance communities would also be considered. Views would be carefully considered when mitigation strategies are developed to minimize the potential impacts. Caltrans staff would participate as needed in meetings with neighborhood assoc., residents and property owners from the outset of project planning and would continue to participate in these meetings through the environmental review process. Consistent with Federal Highway Administration Actions to Address Environmental Justice in Minority Population and Low-Income Populations, the project would be carried out only if "further mitigation measures or alternatives that would avoid or reduce the disporportionately high and adverse effects are not practicable. In determining whether a mitigation measure or an alternative is "practicable," the social, economic (including costs) and environmental effects of avoiding or mitigating the adverse effects would be taken into account (USDOT1998).		Planning	
Utilities	If relocation of the telephone poles or other utilities would be required, early coordination and communication with utility provider is recommended so no disruption of services to customers would occur.	Final Design and Construction	Design/ Construction	Construction/ Environmental Planning

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
Traffic and Transportation	The following measures are recommended to address potential traffic impacts and facilitate traffic flows during project construction: *Temporary Traffic Controls* – Temporary traffic controls, signing, barriers, and flagmen should be employed as necessary and appropriate for the efficient movement of traffic (in accordance with standard traffic engineering practices) to facilitate construction of the project improvements while maintaining traffic flows and minimizing disruption to traffic. *Street, Ramp Closures and Bikeways (General)* – Construction activities should be staged in such a manner to minimize the need for street, ramp and/or bikeway closures. To the extent possible, such closures (when required) should be made off-peak and/or overnight. In advance of and during closure periods, appropriate temporary signage (in accordance with Caltrans guidelines) should be used to warn motorists and cyclists of the closure and direct them to alternative routes. Details will be developed as needed during lane closures. A Traffic Management Plan (TMP) would be completed for the construction of the project. Adequate public notice and posted announcements would be required to alert motorists of different construction stages and lane closures. During the early and final stages of construction, the placement and removal of concrete barriers may cause traffic delays. The actual number of stages needed and details for the TMP would be developed during final design of the project. All existing lanes would be opened to traffic during construction.	Final Design/ Construction	Design/ Construction	Construction/ Environmental Planning

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	Purchase compact suction street sweeper (600 series Green Machines) to reduce hazards for Caltrans maintenance crews, cyclists and avoid lane closures for routine maintenance. Drainage grates, curbs, and other items hazardous to bicyclists should not be placed within the bicycle shoulder. Installation of bicycle advisory signs (W11-1) to alert motorists of the potential for bicyclists to travel along the roadway, especially if bicyclists are expected to cross exiting/entering ramp traffic. Design consideration should be given to items that would affect efficient bicycle travel and safety, such as expansion joints and bridge railing heights. During construction of either BUILD Alternatives, measures should be taken to avoid impacts to cyclists. Space should be made available for use during construction and construction time should be limited to minimize potential route closures. For the loss of private parking spaces, the property owner would be compensated. Double yellow line would be used to separate the bikeway into two lanes and directional pavement markings for users would be placed no less than every 500 feet.			
Visual/Aesthetics	The following project considerations would be incorporated to minimize impacts, ensure compatibility with local policies and the surrounding visual environment: The decision on noise abatement measures would be made by the project proponent, considering the results of the reasonableness determination and information	Construction	Environmental Planning	Construction/ Environmental Planning

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	collected during the public input process. The opinions of the affected property owners would be considered in reaching a final decision on the recommended noise abatement measures. Noise abatement within the State right-of-way would not be provided if more than 50% of the affected property owners do not want it. Retain as much existing vegetation as possible or plant vegetation in the median such as shrubs up to 4 to 5 feet tall. An approved plant list shall be provided by Caltrans Soundwalls would be planted on both sides if feasible with wall vines to soften their appearance to reduce associated visual impact. Visible signage for the Cliff House Inn or installation of a type of soundwall that offers more visibility of the Inn.			
Cultural Resources	If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will identify and notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact District 7 Environmental Branch 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. As there are known cultural resources nearby, it is recommended that ESA fencing be placed along the entire edge of the project (i.e., construction limits) within established areas adjacent to identified site locations (which have been	Construction	Environmental Planning	Construction/ Environmental Planning

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	determined eligible for the purposes of this undertaking), and that an archaeological monitor be present during any ground disturbing activities. Should any cultural resources be encountered during construction, all work in the area of the discovery must stop until the on-site monitor can evaluate the nature and significance of the find.			
PHYSICAL ENVIRONMENT				
Water Quality and Stormwater Runoff	Avoidance and minimization measures for storm water are accomplished by implementation of approved Best Management Practices (BMPs), which are generally broken down into four categories: Pollution Prevention, Treatment, Construction, and Maintenance BMPs. Caltrans Storm Water Program contains guidance for implementation of each of these BMPs. Certain projects may require installation and maintenance of permanent controls to treat storm water. Selection and design of permanent project BMPs is refined as the project progresses through the planning stage and into final design. Construction Site BMPs for this project shall include the following categories: Soil stabilization Practices Sedimentation Control Practices Tracking Control Practices Wind Erosion Controls Non-Storm Water Controls Waste Management and Materials Pollution Controls Street Sweeping and Vacuuming, Storm Drain Inlet Protection, Wind Erosion Control, Noise Pollution Control, Water Conservation Practices, Paving and Grinding Operation, Illicit	Final Design/ Construction	Design/ Construction	Construction/ Environmental Planning/ Regional Water Quality Control Board

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	Connection/Illegal Discharge Detection and Reporting, Vehicle and Equipment Fueling, Concrete Curing, Concrete Finishing, Material Delivery and Storage, Material Use, Stockpile Management, Concrete Waste Management, Spill Prevention and Control, Solid Waste Management, Contaminated Soil Management, Concrete Waste Management, Sanitary/Septic Waste Management, and Liquid Waste Management.			
Paleontology	It is recommended that a qualified paleontological monitor ovesee all excavations in the high sensitivity formations described above. If sensitive paleontolgical resources are discovered during construction, work will be stopped in the immediate vicinity of the discovery (30-foot radius) until the fossils can be properly preserved, labeled and stored.	Final Design/ Construction	Design/ Hazardous Waste/ Environmental Planning	Construction/ Environmental Planning
Hazardous Waste/Materials	Aerially Deposited Lead was found to be present in different concentrations within the project limits. Per Department requirements, the contractor would prepare a project specific Lead Compliance Plan to prevent or minimize worker exposure to lead-contaminated soil. The plans should include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other appropriate health and safety protocols and procedures for handling of lead contaminated soil. Removal and Disposal of Lead and Chromium in Yellow Stripes would be addressed during the Design Phase. When detailed plans regarding handling the existing yellow stripes and adjacent pavement become available, the appropriate methodology and special provisions for proper removal and disposal would be provided and followed during construction.	Final Design/ Construction	Design/ Hazardous Waste/ Environmental Planning	Construction/ Environmental Planning

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
Air Quality	Since the air pollutant levels in Ventura County exceed the state and federal ozone standards and the state PM_{10} standard, it is recommended to implement measures in Sections 7.4.1, "Fugitive Dust Mitigation Measures," and 7.4.3, "ROC and NOx Construction Mitigation Measures," in all projects that include construction activities, with special attention given to projects that require a grading permit. If the project poses a risk for Valley Fever (see Section 6.3, "San Joaquin Valley Fever"), VCAPCD recommends that the measures in Section 7.4.2, "Valley Fever Mitigation Measures," be included (in addition to the measures in Section 7.4.1, "Fugitive Dust Mitigation Measures") to minimize Valley Fever fungal spore entrainment. Air quality impacts resulting from construction activities would be reduced through the implementation of the following measures (but are not limited to): The construction contractor shall comply with the Caltrans Standard Specifications Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999). Section 7, "Legal Relations and Responsibility," addresses the contractor's responsibility on many items of concern, such as: air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; and convenience of the public; and damage or injury to any person or property as a result of any construction operation. Section 7-1.01F 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.	Final Design/ Construction	Design/ Construction/ Environmental Planning	Construction/ Environmental Planning/ VCAPCD

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	Section 10 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18. Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions. Soil binder will be spread on any unpaved roads used for construction purposes, and all project construction parking areas. Trucks will be washed off as they leave the right of way as necessary to control fugitive dust emissions. Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114. Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities. Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly. To the extent feasible, establish ESAs for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited. Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by			

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	construction traffic. Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM_{10} and deposition of particulate during transportation. Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter. To the extent feasible, route and schedule construction traffic to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times. Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area. While unlikely, if naturally occurring asbestos, serpentine, or ultramific rock is discovered during grading operations Section 93105, Title 17 of the California Code of Regulations requires notification to the APCD by the next business day and implementation of the following measures within 24 hours: Unpaved areas subject to vehicle traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos; The speed of any vehicles and equipment traveling across unpaved areas must be no more than fifteen (15) miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from			

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	emitting dust that is visible crossing the project boundaries; Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos*;* and Activities must be conducted so that no track-out from any road construction project is visible on any paved roadway open to the public. Equipment and operations must not cause the emission of any dust that is visible crossing the project boundaries.			
Noise and Vibration	If during final design, conditions have substantially changed, noise abatement may not be necessary. The final decision of the noise abatement would be made upon completion of the project design and the public involvement processes. The decision on noise abatement measures is made by Caltrans, considering the results of the reasonableness determination and information collected during the public input process. The opinions of the affected property owners are considered in reaching a final decision on the noise abatement measures to be provided. Noise abatement within the State right-of-way will not be provided if more than 50% of the affected property owners do not want it. Construction noise impacts are regulated by Departmentstandard specifications, Section 7-1.01I, Sound control Requirements. These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal rules, regulations and ordinances. In addition, the Standard Specifications require that all contractors	Final Design/ Construction	Design/Noise/ Construction/ Environmental Planning	Construction/ Environmental Planning

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	equipment operating on the job site be equipped with mufflers that are recommended by the manufacturer of the vehicle. DepartmentSpecial Provision 300 states that "The noise level 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 15 m. This requirement shall not relieve the Contractor from responsibility for complying with local ordinances regulating noise level. Implementing the following measures would minimize temporary construction noise impacts: Equipment Noise Control should be applied to revising old equipment and designing new equipment to meet specified noise levels. In-Use Noise Control where existing equipment is not permitted to produce noise levels in excess of specified limits. Site Restrictions is an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source. Personal Training of operators and supervisors is needed to become more aware of the construction site noise, and are given instruction non methods that they can implement to improve condition in the local communities.			
BIOLOGICAL ENVIRONMENT				
Wetlands and Other Waters	The six jurisdictional drainages with culvert extensions associated with FULL BUILD would require work to be done during the dry season (April 1 through October 31). Six culvert extensions associated with FULL BUILD would have both permanent and temporary impacts to jurisdictional waters of the	Final Design/ Construction	Design/ Construction/ Environmental Planning	Construction/ Environmental Planning/ US Army Corps of Engineers/ California Department of Fish and Game/ Regional Water Quality Control Board/

Impact	Avoidance or Minimization Measure Mitigation Measure	Implementation Phase	Implementing Department	Monitoring/Reporting Agency/Department
	U.S. This work would require permits under sections 404 and 401 of the Clean Water Act and a Streambed Alteration Agreement under Section 1601 of the California Department of Fish and Game Code 1600 (et seq.). These permits would be required from the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, and the California Department of Fish and Game. The project would also require a coastal development permit.			California Coastal Commission
Animal Species	Avoidance and minimization measures for this project include the establishment and use of Environmentally Sensitive Area (ESA) fencing. The ESA limits will be shown on the final plan sheets. Prior to construction the Resident Engineer shall contact District 7 Construction Liaison or appropriate Environmental Planning staff in order to set up the ESA limits in the field.	Final Design/ Construction	Design/ Environmental Planning/ Construction	Construction/ Environmental Planning
Invasive Species	To avoid and minimize the spread of invasive weeds, the invasive species removed during construction activity and would not be replanted as part of highway landscaping. Care shall be taken to avoid including any species that occurs on the California Invasive Plant Council's Invasive Plant inventory in Caltrans erosion control seed mix or landscaping plans for the project. In compliance with the Executive Order on Invasive Species, Executive Order 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project would not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions would be taken if invasive species were found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.	Final Design/ Construction	Design/ Environmental Planning/ Construction	Construction/ Environmental Planning

Appendix F Noise Aerial Maps and Table

20-Minute Noise Measurement Location

24-Hour Noise Measurement Location

Proposed Soundwall

Existing Worst-hour Noise Levels Are Shown in Color Yellow
Future Worst-hour Noise Levels Are Shown in Color Red

20-Minute Noise Measurement Location

24-Hour Noise Measurement Location

Proposed Soundwall

Existing Worst-hour Noise Levels Are Shown in Color Yellow
Future Worst-hour Noise Levels Are Shown in Color Red

20-Minute Noise Measurement Location

24-Hour Noise Measurement Location

Proposed Soundwall

Existing Worst-hour Noise Levels Are Shown in Color Yellow
Future Worst-hour Noise Levels Are Shown in Color Red

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24-Hour Noise Measurement Location

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Existing Worst-hour Noise Levels Are Shown in Color Yellow
Future Worst-hour Noise Levels Are Shown in Color Red

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24-Hour Noise Measurement Location

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24-Hour Noise Measurement Location

Proposed Soundwall

Existing Worst-hour Noise Levels Are Shown in Color Yellow
Future Worst-hour Noise Levels Are Shown in Color Red

20-Minute Noise Measurement Location

24-Hour Noise Measurement Location

Proposed Soundwall

Existing Worst-hour Noise Levels Are Shown in Color Yellow
Future Worst-hour Noise Levels Are Shown in Color Red

20-Minute Noise Measurement Location

24-Hour Noise Measurement Location

Proposed Soundwall

Existing Worst-hour Noise Levels Are Shown in Color Yellow
Future Worst-hour Noise Levels Are Shown in Color Red

Table A. Predicted Noise Reduction For Soundwalls On U.S. 101 - Minimum Build

Receiver	Predicted Worst-Hour Noise Level dBA – Leq[H]	Soundwall Number(s)	Soundwall Location	2.44-m (8 ft)		3.05-m (10 ft)		3.66-m (12 ft)		4.27-m (14 ft)		4.88-m (16 ft)	
				Noise Level (dBA)	Noise Reduction (dBA)	Noise Level (dBA)	Noise Reduction (dBA)	Noise Level (dBA)	Noise Reduction (dBA)	Noise Level dBA)	Noise Reduction (dBA)	Noise Level (dBA)	Noise Reduction (dBA)
A1	67	101 + 102	ES	66	1	65	2	65	2	65	2	-	-
		-	R/W	66	1	65	2	65	2	64	3	64	3
A2	67	101 + 102	ES	63	4	***61***	***6***	***60***	***7***	***59***	***8***	-	-
		-	R/W	67	0	66	1	64	3	63	4	***61***	***6***
A3	66	102	ES	62	4	***60***	***6***	***59***	***7***	***58***	***8***	-	-
		-	R/W	66	0	65	1	64	2	62	4	***61***	***5***
A4	67	102	ES	63	4	***61***	***6***	***60***	***7***	***60***	***7***	-	-
		-	R/W	67	0	65	2	65	2	63	4	***61***	***6***
A5	67	102	ES	63	4	***62***	***5***	***61***	***6***	***61***	***6***	-	-
		-	R/W	66	1	65	2	64	3	***62***	***5***	***61***	***6***
B	70	103 + 104	ES	***65***	***5***	***65***	***5***	***63***	***7***	***63***	***7***	-	-
		-	R/W	67	3	66	4	***65***	***5***	***64***	***6***	***63***	***7***
BM1	67	103 + 104	ES	63	4	63	4	***61***	***6***	***61***	***6***	-	-
		-	R/W	65	2	64	3	63	4	***62***	***5***	***61***	***6***
B1	70	103 + 104	ES	66	4	66	4	***65***	***5***	***65***	***5***	-	-
		-	R/W	68	2	67	3	66	4	66	4	***65***	***5***
B2	72	104	ES	***67***	***5***	***66***	***6***	***64***	***8***	***63***	***9***	-	-
		-	R/W	70	2	68	4	***67***	***5***	***65***	***7***	***63***	***9***
B3	69	104	ES	***64***	***5***	***64***	***5***	***62***	***7***	***60***	***9***	-	-
		-	R/W	65	4	65	4	***63***	***6***	***61***	***8***	***60***	***9***
B4	68	104	ES	65	3	***63***	***5***	***62***	***6***	***60***	***8***	-	-
		-	R/W	66	2	65	3	***63***	***5***	***62***	***6***	***60***	***8***
D	66	-	ES	63	3	62	4	***60***	***6***	***59***	***7***	-	-
		105	R/W	62	4	***61***	***5***	***61***	***5***	***60***	***6***	***60***	***6***
D1	67	-	ES	66	1	64	3	***62***	***5***	***60***	***7***	-	-
		105	R/W	63	4	***62***	***5***	***61***	***6***	***60***	***7***	***60***	***7***

D2	68	-	ES	67	1	66	2	64	4	***62***	***6***	-	-
		105	R/W	***63***	***5***	***63***	***5***	***62***	***6***	***62***	***6***	***61***	***7***
D5	68	-	ES	67	1	66	2	65	3	64	4	-	-
		106	R/W	***63***	***5***	***62***	***6***	***62***	***6***	***61***	***7***	***61***	***7***
D6	71	-	ES	71	0	70	1	68	3	***66***	***5***	-	-
		106	R/W	***65***	***6***	***64***	***7***	***63***	***8***	***62***	***9***	***62***	***9***

Table B Predicted Noise Reduction For Soundwalls On U.S. 101 - Full Build

Receiver	Predicted Worst-Hour Noise Level dBA - Leq[H]	Soundwall Number(s)	Soundwall Location	2.44-m (8 ft)		3.05-m (10 ft)		3.66-m (12 ft)		4.27-m (14 ft)		4.88-m (16 ft)	
				Noise Level (dBA)	Noise Reduction (dBA)	Noise Level (dBA)	Noise Reduction (dBA)	Noise Level (dBA)	Noise Reduction (dBA)	Noise Level (dBA)	Noise Reduction (dBA)	Noise Level (dBA)	Noise Reduction (dBA)
A1	67	101 + 102	ES	66	1	65	2	65	2	65	2	-	-
		-	R/W	66	1	65	2	65	2	64	3	64	3
A2	67	101 + 102	ES	63	4	***61***	***6***	***60***	***7***	***59***	***8***	-	-
		-	R/W	67	0	66	1	64	3	63	4	***61***	***6***
A3	66	102	ES	62	4	***60***	***6***	***59***	***7***	***58***	***8***	-	-
		-	R/W	66	0	65	1	64	2	62	4	***61***	***5***
A4	67	102	ES	63	4	***61***	***6***	***60***	***7***	***60***	***7***	-	-
		-	R/W	67	0	65	2	65	2	63	4	***61***	***6***
A5	67	102	ES	63	4	***62***	***5***	***61***	***6***	***61***	***6***	-	-
		-	R/W	66	1	65	2	64	3	***62***	***5***	***61***	***6***
B	70	103 + 104	ES	***65***	***5***	***65***	***5***	***63***	***7***	***63***	***7***	-	-
		-	R/W	67	3	66	4	***65***	***5***	***64***	***6***	***63***	***7***
BM1	67	103 + 104	ES	63	4	63	4	***61***	***6***	***61***	***6***	-	-
		-	R/W	65	2	64	3	63	4	***62***	***5***	***61***	***6***
B1	70	103 + 104	ES	66	4	66	4	***65***	***5***	***65***	***5***	-	-
		-	R/W	68	2	67	3	66	4	66	4	***65***	***5***
B2	72	104	ES	***67***	***5***	***66***	***6***	***64***	***8***	***63***	***9***	-	-
		-	R/W	70	2	68	4	***67***	***5***	***65***	***7***	***63***	***9***
B3	69	104	ES	***64***	***5***	***64***	***5***	***62***	***7***	***60***	***9***	-	-
		-	R/W	65	4	65	4	***63***	***6***	***61***	***8***	***60***	***9***
B4	68	104	ES	65	3	***63***	***5***	***62***	***6***	***60***	***8***	-	-
		-	R/W	66	2	65	3	***63***	***5***	***62***	***6***	***60***	***8***
D	66	-	ES	63	3	62	4	***60***	***6***	***59***	***7***	-	-
		105	R/W	62	4	***61***	***5***	***61***	***5***	***60***	***6***	***60***	***6***
D1	67	-	ES	66	1	64	3	***62***	***5***	***60***	***7***	-	-
		105	R/W	63	4	***62***	***5***	***61***	***6***	***60***	***7***	***60***	***7***
D2	68	-	ES	67	1	66	2	64	4	***62***	***6***	-	-

		105	R/W	***63***	***5***	***63***	***5***	***62***	***6***	***62***	***6***	***61***	***7***
D5	68	-	ES	67	1	66	2	65	3	64	4	-	-
		106	R/W	***63***	***5***	***62***	***6***	***62***	***6***	***61***	***7***	***61***	***7***
D6	71	-	ES	71	0	70	1	68	3	***66***	***5***	-	-
		106	R/W	***65***	***6***	***64***	***7***	***63***	***8***	***62***	***9***	***62***	***9***

Minimum requirements : 5 dBA noise reduction

ES = Edge of Shoulder

R/W = Right of Way

Note: ***Soundwall heights that provide minimum of 5 dBA noise reduction are in bold, italics, and underlined***

Freeway Stations for Soundwalls		**Freeway Stations for Soundwalls**	
101	47+00 to 50+40	105*	253+00 to 272+00
102	52+80 to 66+00	106*	275+00 to 286+43
103	74+00 to 80+60	* From Sta. 269+00 to 272+00 and Sta. 275+00 to 278+65 will be on City of Carpinteria's property	
104	82+40 to 103+00		

Appendix G Letter to the State Historic Preservation Officer

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
100 S. Main Street, MS 16A
Los Angeles, CA 90012 (213) 897-2795
PHONE (213) 897-2795
FAX (213) 897-9572

Flex your power!
Be energy efficient!

May 30, 2008

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

Re: Notification of Finding of No Adverse Effect with Standard Conditions for the Proposed U.S. 101 HOV Widening Project

Dear Mr. Donaldson:

The California Department of Transportation (Department) is providing notification to the State Historic Preservation Officer (SHPO) regarding the finding of effect for the U.S. 101 HOV Project on historic properties. This notification is undertaken in accordance with the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Preservation Officer, and the California Department of Transportation* (PA).

Enclosed you will find a Historic Property Survey Report and Finding of No Adverse Effect with Standard Conditions/ESA Action Plan for the U.S. 101 HOV Project, Santa Barbara and Ventura Counties, California. Under the PA, Caltrans is responsible for ensuring the appropriateness of the Area of Potential Effects (APE) (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIIIB). In accordance with Stipulation IX.B of the PA, Caltrans finds that there are historic properties within the APE that may be affected by the undertaking.

The Department proposes to improve and upgrade the existing divided expressway on US-101. The Project is located in Ventura County near the communities of Mussel Shoals, La Conchita, and the Tank Farm; from PM R39.8 to PM R43.1, and in Santa Barbara County from PM R0.0 to PM R2.2.

Identification efforts for the proposed U.S. 101 HOV project resulted in the discovery of five resources within the APE that could potentially be affected by the proposed project. These resources include CA-SBA-1, CA-SBA-1168, CA-VEN-141, CA-SBA-234/644, and CA-VEN-1110. While the sites have not been formally evaluated for eligibility, Caltrans is considering them eligible for the National Register of Historic Places (NRHP) for the purposes of the present undertaking. Though these resources are relatively close to key project activities, they can be easily avoided by the establishment of an Environmentally Sensitive Areas (ESAs). Pursuant to Stipulation VIII.C.3 of the PA, Caltrans is considering these sites to be eligible to the NRHP

under Criterion D for the purposes of this undertaking and will establish and enforce ESAs to ensure that there will be no adverse effects to the properties as a result of the proposed project, pursuant to Stipulation X.B.2.a(ii). Native American consultation confirmed that the resources only have values that would qualify them as NRHP eligible under Criterion D.

This letter and attached documentation serve as notification that Caltrans' finding for this undertaking is "No Adverse Effect with Standard Conditions" pursuant to Stipulation X.B.2(b) of the PA.

If you need any additional information, please do not hesitate to contact Caltrans PQS Alex Kirkish at (213) 897-2795 (e-mail: alex_kirkish@dot.ca.gov). Thank you for your assistance with this undertaking.

Sincerely,

Gary Iverson, Chief
Cultural Resources Branch

Attachments: (bound as a document package)

(1) *Historic Property Survey Report the U.S. 101 HOV Project, Santa Barbara and Ventura Counties, California*

cc: Headquarters, Environmental Division
Charlie Cooke, Chumash, Kitanemuk and Vanyume Consultant

"Caltrans improves mobility across California"

Appendix H Public Circulation Comments

Elected Officials

Elected Official	Title	Date	Reference	Page
Steve Bennett	Supervisor, First District, County of Ventura	9/16/08	E1	285-286

Government Agencies - Federal, State and Local

Agency	Contact	Title	Date	Reference	Page
Public Utilities Commission	Rosa Munoz	Utilities Engineer	8/13/08	G1	287
County of Ventura	Nazir Lalani	Deputy Director	9/5/08	G2	288-291
VCTC	Darren Kettle	Executive Director	9/9/08	G3	292-293
SBCAG	Fred Luna	Program Manager	9/17/08	G4	294-296
PUC	Rosa Munoz	Utilities Engineer	9/17/08	G5	297
SB County APCD	V. Jammalamadka	Air Quality Specialist	9/22/08	G6	298-299
NOAA	Rodney McGinnis	Regional Administrator	9/22/08	G7	300-301
County of Ventura	Kim Rodriguez	County Planning Director	9/22/08	G8	302-304
City of Carpinteria	Michael Ledbetter	Mayor	9/22/08	G-9	305-309
County of Santa Barbara	John Baker	Asst. Co. Exec. Officer	10/9/08	G-10	310
County of Santa Barbara	Dave Ward	Dep. Dir. Plan/Dev.	10/9/08	G11	311-315
County of Santa Barbara-Public Wks	Nick Bruckbauer	Dev. Review Engineer	10/9/08	G12	316
California Coastal Commission	Shana Gray and Lee Otter	CPA and TPA Liaison	9/22/08	G13	317-327

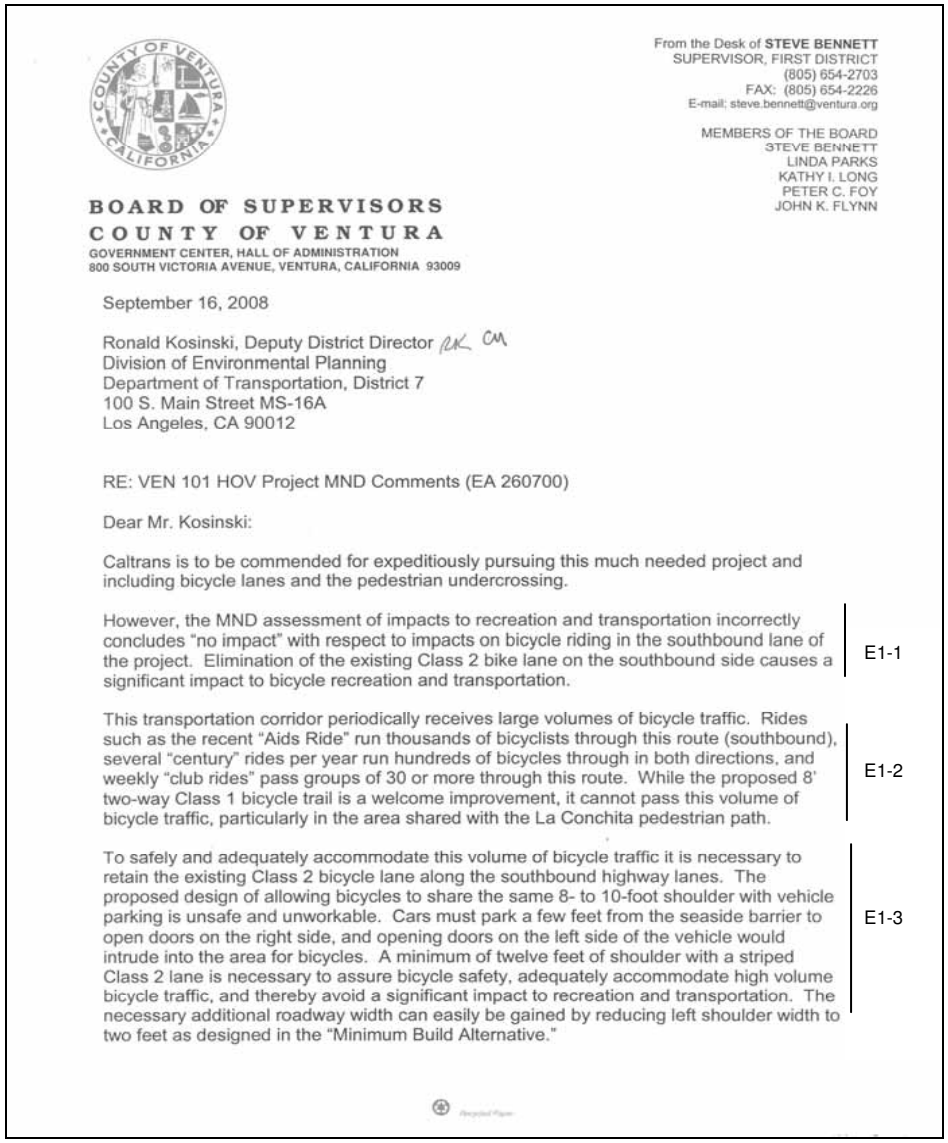
Community Organizations

Organization	Contact	Title	Date	Reference	Page
COAST	Eva Inbar	Vice President	9/11/08	C1	328
SBBC	Ralph Fertig	President	9/12/08	C2	329
CEC	Michael Chiaros	Sr. Associate	9/15/08	C3	330
COAST	Courtney Dietz	Director	9/21/08	C4	331
CIBC	Kate Faulkner	President	9/21/08	C5	332-333

Public

Public	Date	Reference	Page
Firmo De Mesa	8/18/08	P1	334-336
Richard Poedtke	9/1/08	P2	337
Richard Drosendahl	9/9/08	P3	338-339

Mike Bell	9/10/08	P4	340
Lorraine Thompson	9/10/08	P5	341
Juanita Abbott	9/11/08	P6	342
Mark Mc Clure	9/11/08	P7	343
Dennis and Jeanette Longwill	9/14/08	P8	344-347
Steve and Jean Korytics	9/15/08	P9	348
Kenneth High	9/15/08	P10	349-353
Robert Stassinos	9/15/08	P11	354
Michael and Liz Carey	9/15/08	P12	355
Pam Worden	9/15/08	P13	356
Pam Worden	9/15/08	P14	357
Richard Elroy	9/15/08	P15	358
Kathryn Elroy	9/15/08	P16	359
Robert and Janet Brunner	9/16/08	P17	360-361
Joe Karalius	9/21/08	P18	362
Robert Dushane	9/17/08	P19	363
Bill Kapetich	9/17/08	P20	364
Peter Ball	9/18/08	P21	365
Chris Provenzano-Chernoff	9/19/08	P22	366-367
Janice Adair	9/16/08	P23	368-369
John Schmidhauser	9/19/08	P24	370-372
Leslie Ogden	9/20/08	P25	373
John Brant	9/21/08	P26	374-375
Lorna and Mike Owens	9/21/08	P27	376
Roger Krenkler	9/22/08	P28	377
Kenneth High	9/26/08	P29	378
Steve Bennett	10/2/08	P30	379-380



From the Desk of **STEVE BENNETT**
SUPERVISOR, FIRST DISTRICT
(805) 654-2703
FAX: (805) 654-2226
E-mail: steve.bennett@ventura.org

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BOARD OF SUPERVISORS
COUNTY OF VENTURA
GOVERNMENT CENTER, HALL OF ADMINISTRATION
800 SOUTH VICTORIA AVENUE, VENTURA, CALIFORNIA 93009

September 16, 2008

Ronald Kosinski, Deputy District Director RK CM
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

RE: VEN 101 HOV Project MND Comments (EA 260700)

Dear Mr. Kosinski:

Caltrans is to be commended for expeditiously pursuing this much needed project and including bicycle lanes and the pedestrian undercrossing.

However, the MND assessment of impacts to recreation and transportation incorrectly concludes "no impact" with respect to impacts on bicycle riding in the southbound lane of the project. Elimination of the existing Class 2 bike lane on the southbound side causes a significant impact to bicycle recreation and transportation. E1-1

This transportation corridor periodically receives large volumes of bicycle traffic. Rides such as the recent "Aids Ride" run thousands of bicyclists through this route (southbound), several "century" rides per year run hundreds of bicycles through in both directions, and weekly "club rides" pass groups of 30 or more through this route. While the proposed 8' two-way Class 1 bicycle trail is a welcome improvement, it cannot pass this volume of bicycle traffic, particularly in the area shared with the La Conchita pedestrian path. E1-2

To safely and adequately accommodate this volume of bicycle traffic it is necessary to retain the existing Class 2 bicycle lane along the southbound highway lanes. The proposed design of allowing bicycles to share the same 8- to 10-foot shoulder with vehicle parking is unsafe and unworkable. Cars must park a few feet from the seaside barrier to open doors on the right side, and opening doors on the left side of the vehicle would intrude into the area for bicycles. A minimum of twelve feet of shoulder with a striped Class 2 lane is necessary to assure bicycle safety, adequately accommodate high volume bicycle traffic, and thereby avoid a significant impact to recreation and transportation. The necessary additional roadway width can easily be gained by reducing left shoulder width to two feet as designed in the "Minimum Build Alternative." E1-3

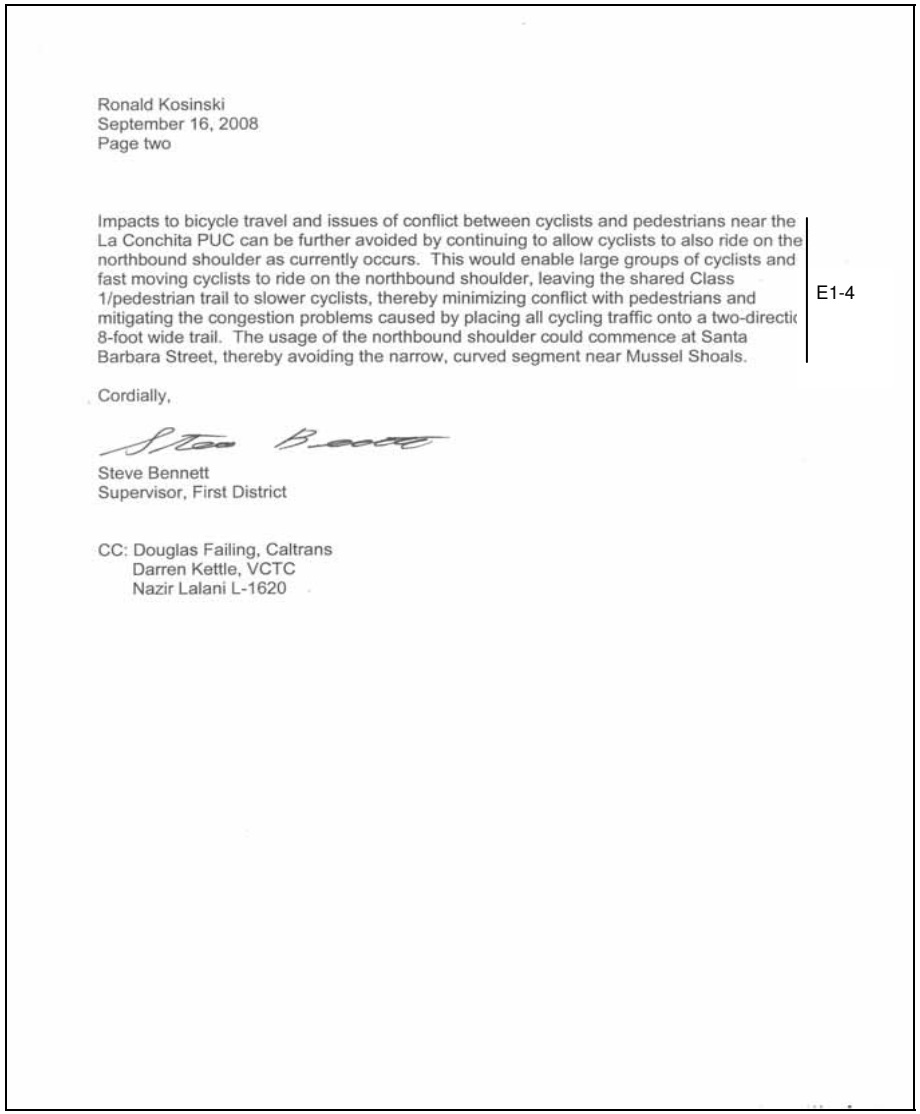
Letter from Steve Bennett, Supervisor First District, Board of Supervisors County of Ventura dated 9/16/08.

E1-1 Thank you for your comments, the proposed project would include a two directional Class 1 bikeway from U.S. 101/Bates Road Interchange to Mobil Pier Undercrossing. Cyclists riding southbound on the U.S. 101 would exit the Bates Road off-ramp cross over and enter on to the Class I bikeway at the Bates Road on-ramp. The Class 1 bikeway would be separated from traffic by a safety barrier topped by see through fencing, type to be determined.

The Class 1 bikeway would provide access from both directions for cyclists through the project highway corridor in Ventura County. In addition, southbound shoulder access for cyclists would remain between the U.S. 101/Bates Road Interchange and the U.S. 101/Seacliff Interchange. Overall, the access for cyclists within the corridor would be improved; therefore, no impacts to bicycle recreation or transportation are anticipated.

E1-2 As identified in the IS/EA, this section of the U.S. 101 corridor is used for recreational rides and daily bicycle commuters. During large organized rides and weekend club rides, cyclists would be required to slow down through this corridor, similar to what occurs in the existing closed section of Old Pacific Coast Highway where the bikeway is narrow. Overall the access would be improved for both recreational riders and bicycle commuters. As stated in the IS/EA, no adverse impacts are anticipated. In addition, for large riding events, such as the AIDs ride, Caltrans would close a traffic lane to accommodate the event.

Within the community of La Conchita, four locations for the Pedestrian Undercrossing (PUC) are being considered. Under two of the options, near Oxnard Avenue and Bakersfield Avenue, cyclists and pedestrians would not intersect. No impacts are anticipated under these two options because both locations would be full grade separations between the bike and pedestrians. The other two locations, south and north of Santa Barbara Avenue, would include areas where cyclist and pedestrians would intersect and share the Class 1 bikeway on either side of Santa Barbara Avenue. Design measures including a tapered



Ronald Kosinski
September 16, 2008
Page two

Impacts to bicycle travel and issues of conflict between cyclists and pedestrians near the La Conchita PUC can be further avoided by continuing to allow cyclists to also ride on the northbound shoulder as currently occurs. This would enable large groups of cyclists and fast moving cyclists to ride on the northbound shoulder, leaving the shared Class 1/pedestrian trail to slower cyclists, thereby minimizing conflict with pedestrians and mitigating the congestion problems caused by placing all cycling traffic onto a two-directi 8-foot wide trail. The usage of the northbound shoulder could commence at Santa Barbara Street, thereby avoiding the narrow, curved segment near Mussel Shoals. E1-4

Cordially,

Steve Bennett
Supervisor, First District

CC: Douglas Failing, Caltrans
Darren Kettle, VCTC
Nazir Lalani L-1620

entrance to the PUC to improve visibility for cyclists and pedestrians, a larger pad at the PUC entrance, and barriers at the PUC entrance to restrict pedestrians, would help to facilitate bicycle and pedestrian movements under these options.

E1-3 The existing southbound bikeway from Bates Road Interchange to Seacliff Road Interchange would be replaced by a two directional barrier separated Class 1 bikeway on the southbound side of the highway. The barrier would separate the southbound vehicle traffic from the cyclists/users. The Class 1 bikeway will provide a safe route through this area of the U.S. 101 corridor. Traffic studies for the proposed project took bicycle counts on weekday peak hours. Counts on the weekdays averaged 35 cyclists during the AM peak period and 15 bicyclists during the PM peak hours. The proposed Class 1 bikeway would accommodate existing and future bike traffic. In addition, cyclists would not be prohibited from using the southbound shoulder of the U.S. 101 from Bates Road Interchange to Seacliff Road Interchange.

E1-4 Caltrans will not implement signage prohibiting cyclists from using the shoulder, but would encourage cyclists to use the designated Class I bikeway separated by a safety barrier from vehicle traffic in lieu of using the shoulders adjacent to traffic lanes.

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

August 13, 2008

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation (Caltrans)-District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-37

Dear Mr. Kosinski:

Re: U.S. Highway 101 HOV Project Initial Study/EA 260700

The Rail Crossing Engineering Section staff (RCES), is in receipt of the *Notice of Public Hearing and Availability of Initial Study/ Environmental Assessment* in which the California Department of Transportation (Caltrans) plans to construct improvements along the U.S. Highway 101 between the Mobil Pier undercrossing in Ventura and Casitas Pass Road in Santa Barbara County.

The proposed action of widening the freeway includes the existing Wave Overhead grade separated highway-rail crossing over the Union Pacific Railroad Company (UPRR) main line (PUC ID 001E-380.57-A, DOT# 745635M). Under "Required Permits for the Proposed Project," the Public Utilities Commission should also be mentioned. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

Modifications to crossings including widening of an existing grade separation are within the scope of Commission General Order (GO) 88-B: "Rules for Altering Public Highway-Rail Crossings." A request for authorization must be submitted to the Commission through RCES.

Caltrans should arrange a meeting with RCES and UPRR to discuss relevant safety issues and requirements of a GO88- B request for authority to modify the Wave Overhead crossing.

If you have any questions, please contact Varouj Jinbachian, Senior Utilities Engineer at 213-576-7081, vsj@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

Rosa Munoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

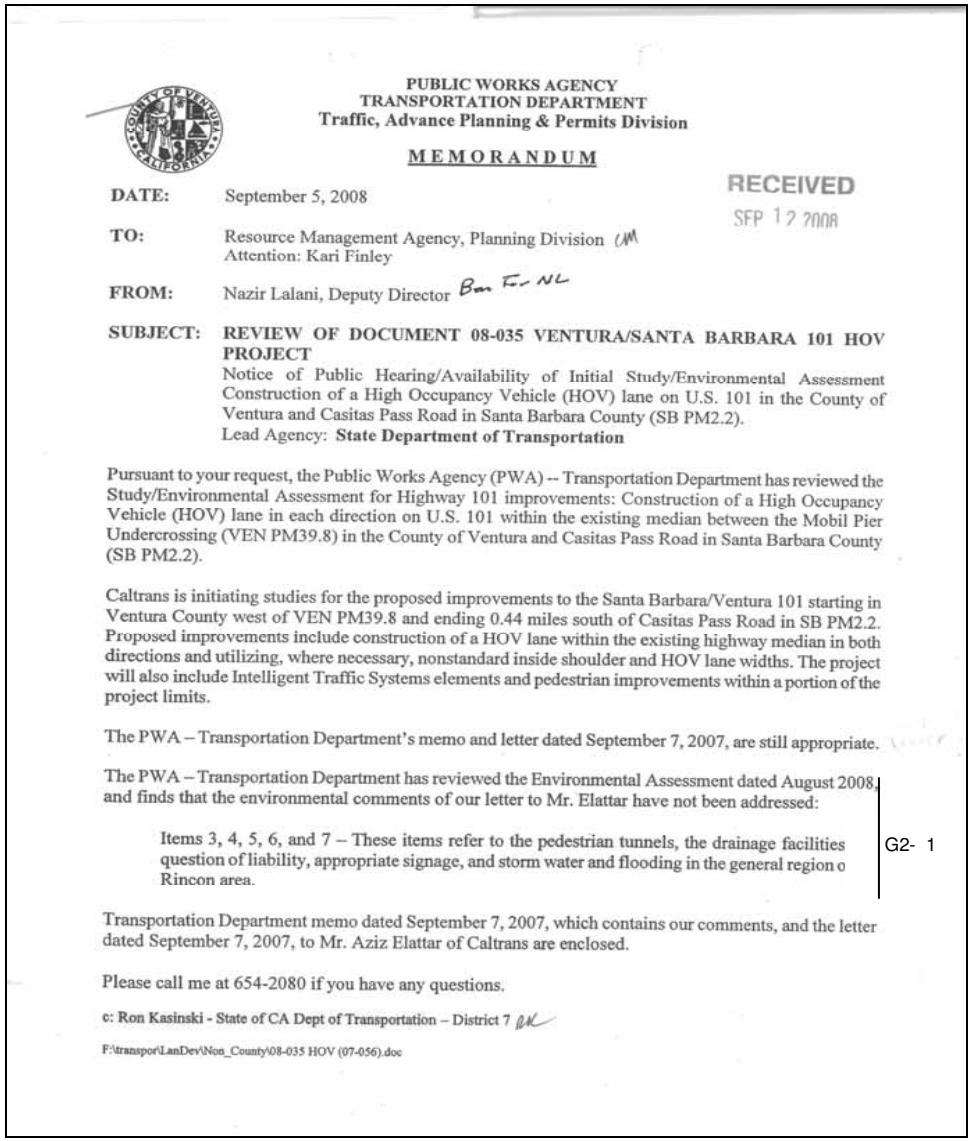
C: Dan Miller, UPRR

Letter from Rosa Munoz, Utilities Engineer, Public Utilities Commission dated 8/13/08.

G1-1 Thank you for your comments. The Public Utilities Commission has been added to the list of permitting agencies in the IS/EA.

The Minimum Build Alternative has been identified as our preferred alternative. This alternative would not require alterations to the Wave Overhead grade separation rail crossing over the UPRR rail line.

Caltrans will conduct all necessary coordination with the RCES during final design and construction of the project, based on the selected alternative and any necessary modifications affecting the UPRR overhead crossing.



PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division

MEMORANDUM

RECEIVED
SEP 12 2008

DATE: September 5, 2008

TO: Resource Management Agency, Planning Division
Attention: Kari Finley

FROM: Nazir Lalani, Deputy Director

SUBJECT: REVIEW OF DOCUMENT 08-035 VENTURA/SANTA BARBARA 101 HOV PROJECT
Notice of Public Hearing/Availability of Initial Study/Environmental Assessment Construction of a High Occupancy Vehicle (HOV) lane on U.S. 101 in the County of Ventura and Casitas Pass Road in Santa Barbara County (SB PM2.2).
Lead Agency: **State Department of Transportation**

Pursuant to your request, the Public Works Agency (PWA) -- Transportation Department has reviewed the Study/Environmental Assessment for Highway 101 improvements: Construction of a High Occupancy Vehicle (HOV) lane in each direction on U.S. 101 within the existing median between the Mobil Pier Undercrossing (VEN PM39.8) in the County of Ventura and Casitas Pass Road in Santa Barbara County (SB PM2.2).

Caltrans is initiating studies for the proposed improvements to the Santa Barbara/Ventura 101 starting in Ventura County west of VEN PM39.8 and ending 0.44 miles south of Casitas Pass Road in SB PM2.2. Proposed improvements include construction of a HOV lane within the existing highway median in both directions and utilizing, where necessary, nonstandard inside shoulder and HOV lane widths. The project will also include Intelligent Traffic Systems elements and pedestrian improvements within a portion of the project limits.

The PWA – Transportation Department's memo and letter dated September 7, 2007, are still appropriate.

The PWA – Transportation Department has reviewed the Environmental Assessment dated August 2008, and finds that the environmental comments of our letter to Mr. Elattar have not been addressed:

Items 3, 4, 5, 6, and 7 – These items refer to the pedestrian tunnels, the drainage facilities question of liability, appropriate signage, and storm water and flooding in the general region o Rincon area.

G2- 1

Transportation Department memo dated September 7, 2007, which contains our comments, and the letter dated September 7, 2007, to Mr. Aziz Elattar of Caltrans are enclosed.

Please call me at 654-2080 if you have any questions.

c: Ron Kasinski - State of CA Dept of Transportation – District 7

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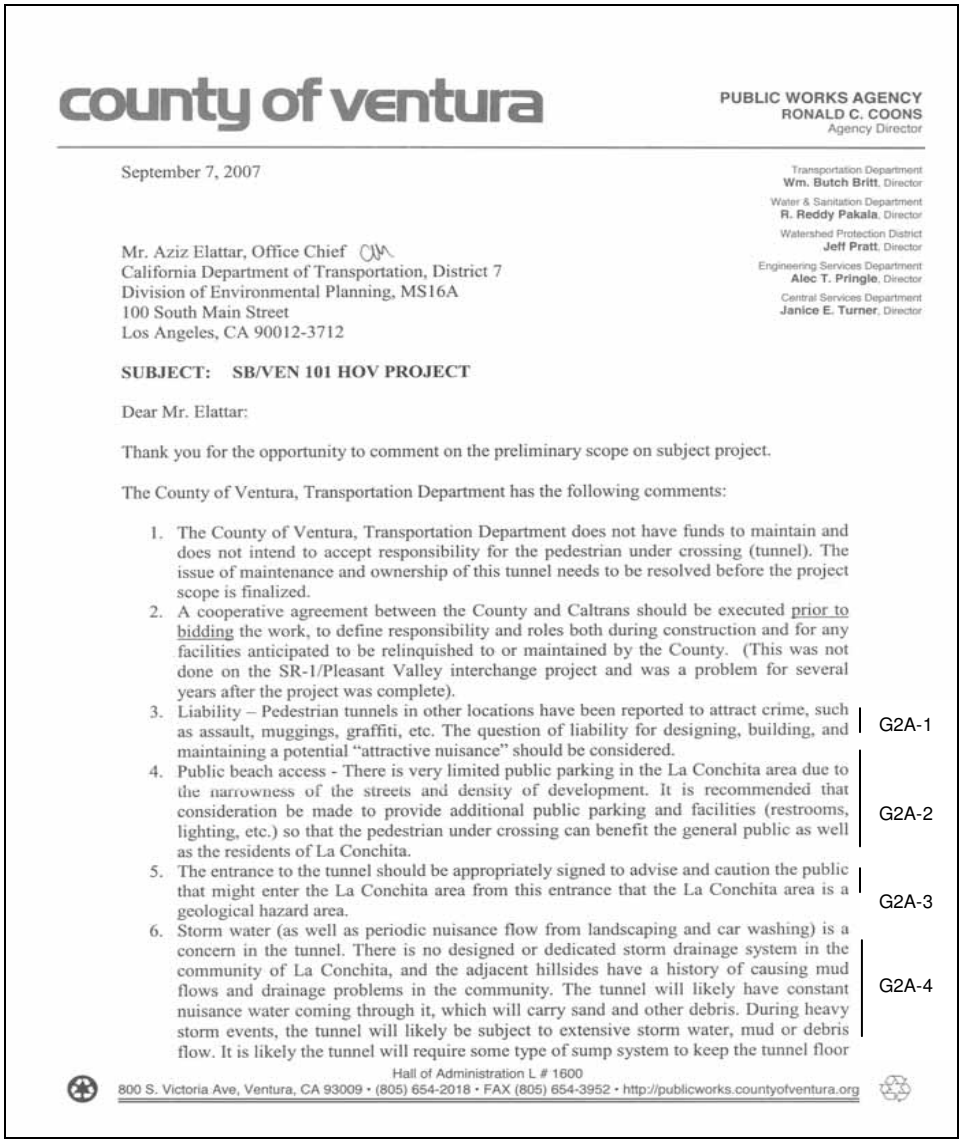
Letter from Nazir Lalani, Deputy Director, Public Works Agency, Traffic, Advance Planning & Permits Division County of Ventura dated 9/5/08

G2-1 Thank you for your comments. Your letter of 9/7/07 has been attached with our responses to the items you requested: Items 3,4,5,6,7. See G2-A



county of ventura

PUBLIC WORKS AGENCY
RONALD C. COONS
Agency Director

Transportation Department
Wm. Butch Britt, Director
Water & Sanitation Department
R. Reddy Pakala, Director
Watershed Protection District
Jeff Pratt, Director
Engineering Services Department
Alec T. Pringle, Director
Central Services Department
Janice E. Turner, Director

September 7, 2007

Mr. Aziz Elattar, Office Chief
California Department of Transportation, District 7
Division of Environmental Planning, MS16A
100 South Main Street
Los Angeles, CA 90012-3712

SUBJECT: SB/VEN 101 HOV PROJECT

Dear Mr. Elattar:

Thank you for the opportunity to comment on the preliminary scope on subject project.

The County of Ventura, Transportation Department has the following comments:

1. The County of Ventura, Transportation Department does not have funds to maintain and does not intend to accept responsibility for the pedestrian under crossing (tunnel). The issue of maintenance and ownership of this tunnel needs to be resolved before the project scope is finalized.
2. A cooperative agreement between the County and Caltrans should be executed prior to bidding the work, to define responsibility and roles both during construction and for any facilities anticipated to be relinquished to or maintained by the County. (This was not done on the SR-1/Pleasant Valley interchange project and was a problem for several years after the project was complete).
3. Liability – Pedestrian tunnels in other locations have been reported to attract crime, such as assault, muggings, graffiti, etc. The question of liability for designing, building, and maintaining a potential "attractive nuisance" should be considered. G2A-1
4. Public beach access - There is very limited public parking in the La Conchita area due to the narrowness of the streets and density of development. It is recommended that consideration be made to provide additional public parking and facilities (restrooms, lighting, etc.) so that the pedestrian under crossing can benefit the general public as well as the residents of La Conchita. G2A-2
5. The entrance to the tunnel should be appropriately signed to advise and caution the public that might enter the La Conchita area from this entrance that the La Conchita area is a geological hazard area. G2A-3
6. Storm water (as well as periodic nuisance flow from landscaping and car washing) is a concern in the tunnel. There is no designed or dedicated storm drainage system in the community of La Conchita, and the adjacent hillsides have a history of causing mud flows and drainage problems in the community. The tunnel will likely have constant nuisance water coming through it, which will carry sand and other debris. During heavy storm events, the tunnel will likely be subject to extensive storm water, mud or debris flow. It is likely the tunnel will require some type of sump system to keep the tunnel floor G2A-4

Hall of Administration L # 1600
800 S. Victoria Ave, Ventura, CA 93009 • (805) 654-2018 • FAX (805) 654-3952 • http://publicworks.countyofventura.org

Letter from Butch Britt, Director, Transportation Department, County of Ventura dated 9/7/07 and attachments.

G2A Thank you for your comments. Comments 1, 2, 3, 4, 5, and 6 from the September 7, 2007 letter relate to the proposed pedestrian undercrossing at La Conchita. While the pedestrian undercrossing would be constructed concurrently with the proposed project, it is not considered a project component. As discussed in the IS/EA, several options are being considered for the pedestrian undercrossing included in the IS/EA to analyze the project's impact between the Class 1 two directional bikeway and the PUC. Final determination on design/construction of this facility will be addressed in the La Conchita/Mussel Shoals Access Improvement Mitigated Negative Declaration/Initial Study re-validation, currently under preparation; however, here are our responses based on information available at this time.

G2A-1 There is frequent beach use in this area, so we anticipate the PUC would be used on a daily basis and members of the community as well as beachgoers in cooperation with local law enforcement would see to the safety of the surroundings.

G2A-2 Caltrans, the County, and other interested agencies can work together to obtain grants for further improvements if necessary.

G2A-3 Your concerns regarding implementation of warning signs at the PUC entrance has been included in the record.

G2A-4 Please refer to IS/EA section 1.1.3 Related Projects: The Ventura U.S.101 (PM 41.3/42.1) project has been proposed to replace or modify drainage culverts just north of La Conchita. This project is currently in Project Initiation Phase

dry. I enclose some photos at the end of this letter illustrating the volume and the consistency of drainage problems encountered during and after heavy storm events in the La Conchita area in the vicinity of the proposed tunnel.

7. Storm water and flooding is an area-wide concern in the general Rincon Aaea. On occasion, US 101 has been closed due to storm events. I enclose some photos with this letter illustrating the volume and the consistency of drainage problems encountered during and after heavy storm events in this area. G2A-5
8. The County Transportation Department supports safe and adequate bicycle pathways, but maintenance and liability of the bicycle pathways should remain with Caltrans.
9. The County Transportation Department supports elimination of the left turn lanes, and provision of emergency access points for emergency service providers. G2A-6
10. The County Transportation Department supports widening the freeway to six lanes in this area. Additional capacity seems to be needed, particularly during peak hours and on weekends, when traffic backups of several miles and long traffic delays have been observed. We defer to Caltrans design engineers for the exact alignment and lane configuration.
11. If Caltrans intends to relinquish any local roads (access or frontage roads) to the County, they should be designed and built to County road standards. G2A-7
12. The proposed project does not seem to contain true alternatives. Alternative 3 seems to be merely a subset of Alternative 2. Given the coastal access and drainage issues in the area and the variety of ways to improve them, as well as the anticipated intense scrutiny that the environmental document for this project will receive, it may be prudent to consider a broader list of project alternatives in the environmental analysis. Obviously these alternatives would impact project funding and schedule, but in the long run this may be more prudent. G2A-8

Should you have any questions you may contact me at (805) 654-2077 or at butch.britt@ventura.org.

Very truly yours,

Wm. Butch Britt
Director
Transportation Department

cc: Ron Coons, Director – Public Works Agency
Chris Stephens, Director – Resource Management Agency
Kim Rodriguez, Director – RMA Planning
Nazir Lalani, Deputy Director – Transportation Dept.

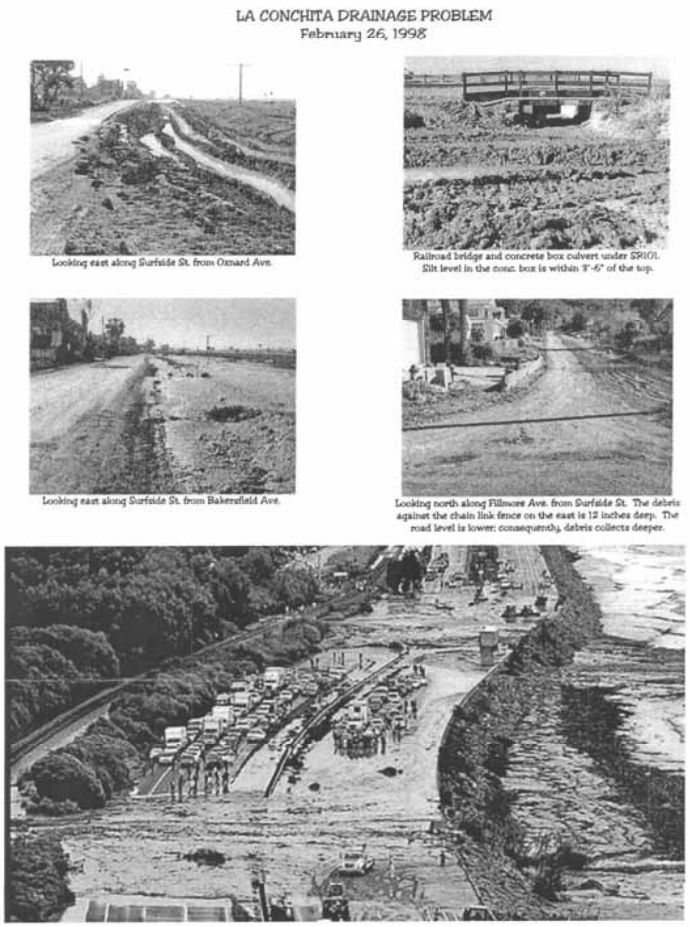
C:\WBB\Elattar A Caltrans re SB Ven 101 HOV Proj djg

G2A-5 Comment 7 relates to temporary flooding on U.S. 101 during storm events. Just south of Mussel Shoals, the project crosses a Zone A flood area, defined as an area within the 100-year floodplain where base flood elevations and flood hazard factors have not been determined. From Carpinteria Avenue in La Conchita to Tank Farm, the project crosses a Zone B area, defined as being between the limits of the 100-year and 500-year floodplain.
Replacement of several drainage culverts north of La Conchita is proposed as part of the Ventura U.S.101 (PM 41.3/42.1) Project; however, these improvements are part of a separate project included in the SHOPP Program and are in the project development process.

G2A-6 Comments 8, 9 and 10 relate to Ventura County's support of project features such as a safe bicycle facility, closing the left turn lanes out of La Conchita and Mussel Shoals and adding capacity to the corridor. Caltrans thanks you for your support.

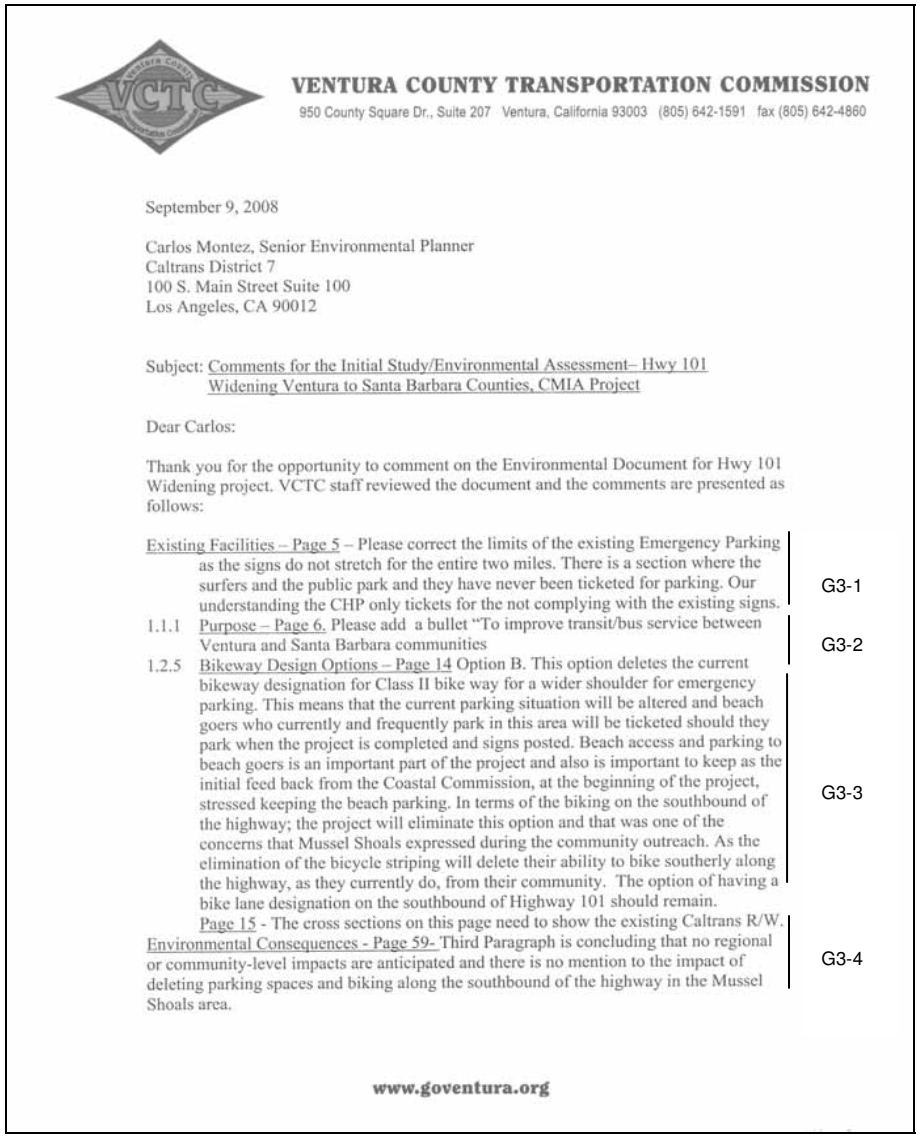
G2A-7 The project would not involve relinquishment of roads to the County of Ventura.

G2A-8 There were three alternatives studied in the IS/EA for the Ventura/Santa Barbara 101 HOV Project, specifically Alternative 1 No Build, Alternative 2 Minimum Build and Alternative 3 the Full Build Alternative. As identified in the Purpose and Need section of the IS/EA there are specific goals of the proposed project, which are to reduce existing and



Attachment to G2A

G2A-8 **continued -** forecasted traffic congestions, facilitate through vehicle trips, decrease travel times and facilitate the efficient flow of goods and services See IS/EA Section 1.1 Purpose and Need The Project Development Team, comprised of local agencies, together with an extensive public outreach effort came up with a range of feasible alternatives to satisfy the purpose and need of the project. Coastal access and drainage are not part of this specific project's purpose and need, but there are other projects within the Caltrans programs. As identified above, there is a drainage project that is in the project development process to improve the storm water flows and a PUC project that is scheduled to be constructed with the Ventura/Santa Barbara 101 HOV Project to provide improved access to the beach.



VENTURA COUNTY TRANSPORTATION COMMISSION
950 County Square Dr., Suite 207 Ventura, California 93003 (805) 642-1591 fax (805) 642-4860

September 9, 2008

Carlos Montez, Senior Environmental Planner
Caltrans District 7
100 S. Main Street Suite 100
Los Angeles, CA 90012

Subject: Comments for the Initial Study/Environmental Assessment– Hwy 101 Widening Ventura to Santa Barbara Counties, CMIA Project

Dear Carlos:

Thank you for the opportunity to comment on the Environmental Document for Hwy 101 Widening project. VCTC staff reviewed the document and the comments are presented as follows:

Existing Facilities – Page 5 – Please correct the limits of the existing Emergency Parking as the signs do not stretch for the entire two miles. There is a section where the surfers and the public park and they have never been ticketed for parking. Our understanding the CHP only tickets for the not complying with the existing signs. G3-1

1.1.1 Purpose – Page 6. Please add a bullet "To improve transit/bus service between Ventura and Santa Barbara communities G3-2

1.2.5 Bikeway Design Options – Page 14 Option B. This option deletes the current bikeway designation for Class II bike way for a wider shoulder for emergency parking. This means that the current parking situation will be altered and beach goers who currently and frequently park in this area will be ticketed should they park when the project is completed and signs posted. Beach access and parking to beach goers is an important part of the project and also is important to keep as the initial feed back from the Coastal Commission, at the beginning of the project, stressed keeping the beach parking. In terms of the biking on the southbound of the highway; the project will eliminate this option and that was one of the concerns that Mussel Shoals expressed during the community outreach. As the elimination of the bicycle striping will delete their ability to bike southerly along the highway, as they currently do, from their community. The option of having a bike lane designation on the southbound of Highway 101 should remain. G3-3

Page 15 - The cross sections on this page need to show the existing Caltrans R/W.

Environmental Consequences - Page 59- Third Paragraph is concluding that no regional or community-level impacts are anticipated and there is no mention to the impact of deleting parking spaces and biking along the southbound of the highway in the Mussel Shoals area. G3-4

www.goventura.org

Letter from Darren Kettle, Executive Director, Ventura County Transportation Commission dated 9/9/08.

G3-1 Thank you for your comments, this project does not change the existing southbound U.S. 101 shoulder operational characteristics. The document reflects the current shoulder configuration, but may not necessarily represent the current use.

G3-2 Improvement to transit/bus services is outside of the scope of this project; however, the proposed HOV lane would improve the flow of existing transit during peak traffic conditions and may enhance capacity and opportunities for future/additional transit**.**

G3-3 See response to G3-1
On the southbound side the operational characteristics of the outside shoulder would remain the same and the Bikeway Option, CASA/Modified Option B (based upon input from the CCC) would provide a Class 1 two directional barrier separated bikeway on the southbound/ocean side between Bates Road Interchange and Mobil Pier Undercrossing.

G3-4 See responses to G3-1 and G3-3.

Parking – Page 73- this paragraph incorrectly states that no parking is allowed along the highway and there is only emergency shoulder parking in the Mussel Shoal/La Conchita area. Again the parking is not for emergency purposes only as the signage for emergency parking stops north of this area. G3-5

Page 92- The cross section on this page for Option B shows a Class 2 bike lane in the southbound direction, which is different than what is discussed in the document. G3-6

Parking Impacts – Page 93 Minimum Build Alternative – This paragraph states there is no change or no impacts to the parking. As explained above there will be a change if the current parking and biking striping is eliminated. Please correct the document or re-instate the parking.

Page 116 – The simulation figure 2.1-28 shows that bikers can cross Santa Barbara Avenue directly. As we now understand that a barrier is recommended to direct bicyclists around the intersection. Please reflect this change in the document. G3-7

We look forward to seeing the final revised document and thereby accomplishing one of the milestones for the project.

Sincerely,

Darren Kettle
Executive Director

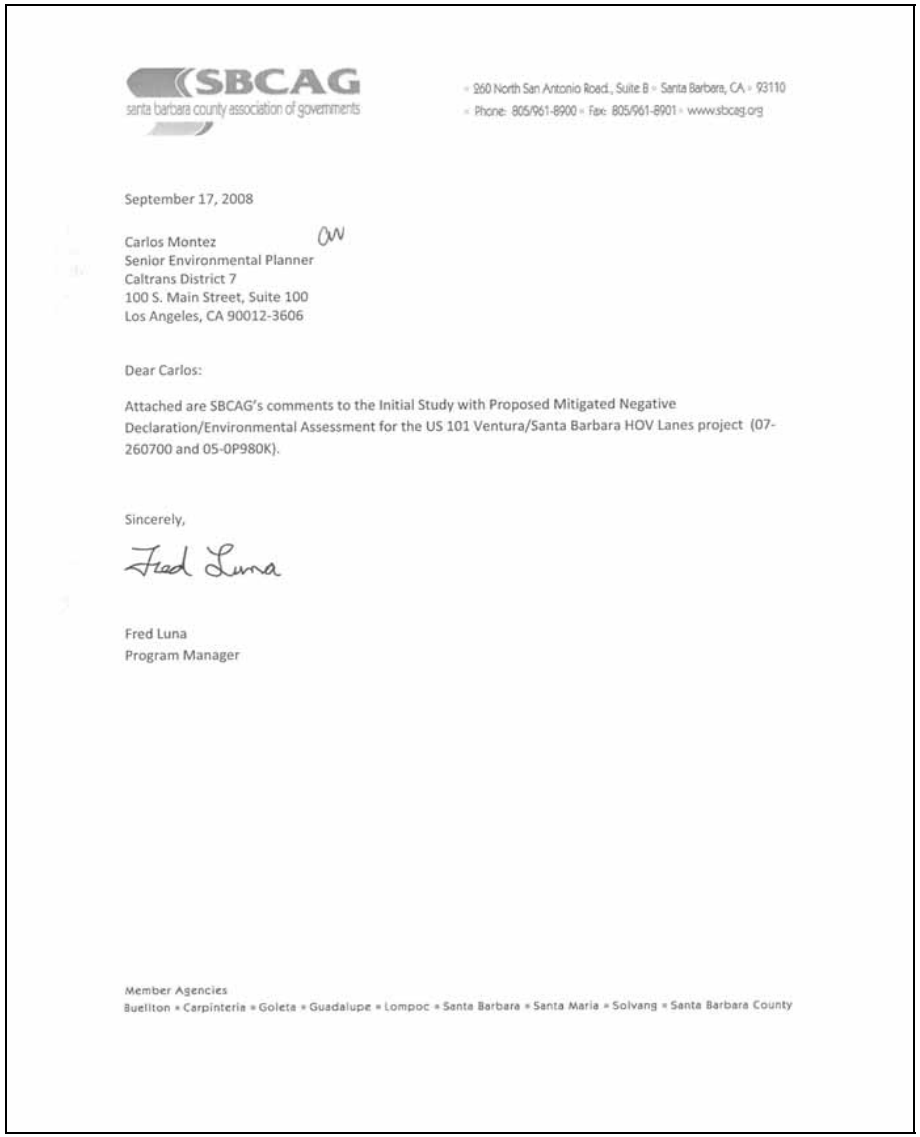
cc: County of Ventura Transportation Department
Santa Barbara Association of Government
Caltrans District 5

G3-5 See G3-1, G3-3

G3-6 Figure 1.2.1 typical cross section (between Mussel Shoals and Bates Road) has been revised.

The proposed project would not change the operational characteristics of the shoulders.

G3-7 The location of the proposed safety barrier would be between the Class I two directional bikeway and the traffic lanes.
Figure 2.1-28 simulates the Santa Barbara Avenue south option PUC. This option would allow cyclists to directly cross Santa Barbara Avenue. A barrier to direct cyclists around the Santa Barbara Avenue intersection was not proposed.



SBCAG
santa barbara county association of governments

260 North San Antonio Road., Suite B • Santa Barbara, CA • 93110
Phone: 805/961-8900 • Fax: 805/961-8901 • www.sbcag.org

September 17, 2008

Carlos Montez
Senior Environmental Planner
Caltrans District 7
100 S. Main Street, Suite 100
Los Angeles, CA 90012-3606

Dear Carlos:

Attached are SBCAG's comments to the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the US 101 Ventura/Santa Barbara HOV Lanes project (07-260700 and 05-0P980K).

Sincerely,

Fred Luna

Fred Luna
Program Manager

Member Agencies
Buellton • Carpinteria • Goleta • Guadalupe • Lompoc • Santa Barbara • Santa Maria • Solvang • Santa Barbara County

Letter from Fred Luna, Program Manager, Santa Barbara County Association of Governments (SBCAG) dated 9/17/08.

Comments to the Initial Study with MND/EA
US 101 Ventura/Santa Barbara HOV Lanes project (07-260700 and 05-0P980K)

1. Page 3, Background. The 101 in Motion plan, to be consistent with VCTC's CMP, also recommended an HOV lane for peak hours only. Furthermore, the HOV lane was recommended opposed to a general purpose third lane because of the additional "carrying capacity" that it conveyed. This is an important point to make throughout the document as a number of comments were made at the public meeting on September 9, 2008 that still questioned the benefit of the HOV lane (even part-time) versus a general purpose lane.
2. Page 5, Purpose. Again, the HOV lane will improve operations on highway, but it also provides improved operations when compared to the general purpose lane in those peak hours.
3. Page 6, Purpose. Move the phrase "promote ridesharing" from the third bullet to the second bullet to read "To facilitate through vehicle trips by promoting ridesharing to increase the capacity of ..."
4. Page 11, Related Projects. It is SBCAG's assumption the speed and volume information for the District 5 TMS project would be made available to both the TMC's in District 5 and District 7.
5. Page 14, Bikeway Design Options. Option A, which indicates "no change to the existing bikeways" is not necessarily a valid option. It is SBCAG's understanding, based on the elsewhere in the document and the presentation to the public at the September 9th meeting, that even the minimum build option alters the southbound bikeway adjacent to the freeway when factoring in the added lane and the need to maintain the coastal parking. Perhaps the classification of that segment of bikeway doesn't change, but there are operational changes that would exist.
6. Page 15, Typical Cross Sections. Expand the title to include "between Mussel Shoals and Bates Road".
7. Page 35 and 36, Build Alternatives. The document states that the northbound bikeway will be "replaced" with a Class I bikeway. It should be clarified that the currently permitted northbound use for bikes on the freeway would no longer be permitted under the build alternatives which include a new Class I facility. Also, there is no discussion on the impacts to bikes on the southbound direction where a mix of parking with bike use for a segment may provide some issues.
8. Page 65, Forecast Traffic Volumes. The first paragraph you indicate what the policy of the STATE is but don't mention what the LOS that is targeted for this project.
9. Page 65, Forecast Traffic Volumes, third paragraph. We have commented already a number of times on the Administrative Draft and Traffic Technical Reports that SBCAG's annually compounded growth rate is not 1.8%. SBCAG's forecast traffic for year 2030 is on the order of 97,000 ADT and we were agreeable to the PSR recommendation of for 2035 of 102,600. This would equate to annual average growth rate of 1.53%. The Project Report appears to have a more valid assessment of the projected traffic and there is a significant discrepancy between the Project Report and MND/EA with regard to projected traffic volumes.

Response numbers are consistent with comment numbers.

G4-1 Thank you for your comments. The text has been modified to reflect the various plans/report recommendations for the addition of a HOV lane for congestion relief. These recommendations were, based upon the HOV lane's additional carrying capacity over a mixed flow/general purpose lane which would result in improved operations.

G4-2 This section of the document is to identify our goals and project objectives. Our traffic analysis and VCTC/SBCAGs corridor studies validate the decision of an HOV lane, compared to a mixed flow lane's additional carrying capacity, the text has been modified.

G4-3 Text moved and Purpose modified.

G4-4 The speed and volume information would be shared with both districts. The document text has been modified to reflect that Caltrans/both districts would receive real-time traffic information.

G4-5 The bikeway configuration would not change; however, the expressway configuration would change.

G4-6 The figure was labeled Typical Cross Sections (between Mussels Shoals and Bates Road); however, additional text will be added.

G4-7 Text modified to reflect the bikeway designation on the northbound shoulder would be removed; however, northbound and southbound cyclists would not be prohibited from using the shoulder to travel northbound.

G4-8 Text modified.

G4-9 The SBCAG model was used to develop growth. At the time of the analysis, the VCTC model had not been finalized so it could not be used. We also looked at the SCAG model, but this model is not detailed enough in the project area to be used for growth.

Comments to the Initial Study with MND/EA
US 101 Ventura/Santa Barbara HOV Lanes project (07-260700 and 05-0P980K)

10. Page 68, Freeway Mainline Operation, second paragraph. You indicate the 2006 AADT traffic data yields 82,000 vpd for Santa Barbara County. Please clarify that this represents the peak month and the actual average annual daily traffic (AADT) is 67,000.
11. Page 70, third paragraph. It seems this paragraph that starts "US 101 would operated at..." should be under the NO BUILD discussion
12. Page 73, Public Transportation. UPRR is not public transportation.
13. Page 92. Remove the Class 2 note in the southbound direction from the cross sections.
14. Page 93, Pedestrian Facilities and Impacts. SBCAG acknowledges that the PUC in La Conchita was studied and environmentally cleared with a separate document in 2002. However, some discussion in this document is necessary to indicate how this feature would be constructed in conjunction or as part of the other highway features of the project. At this point in time, there has been no agreement that the PUC would be constructed "independently" or under separate construction contract.
15. Page 114, a better description of the height and look of the emergency crash gate is needed.

Response numbers are consistent with comment numbers.

G4-10 82,000 vpd peak month numbers have been clarified in the text. As for AADT, 67,000 vpd, this figure represents peak and non-peak month traffic averaged over a year, for the purpose of constructing a traffic analysis, worst case scenario/peak month numbers are always used for design purposes.

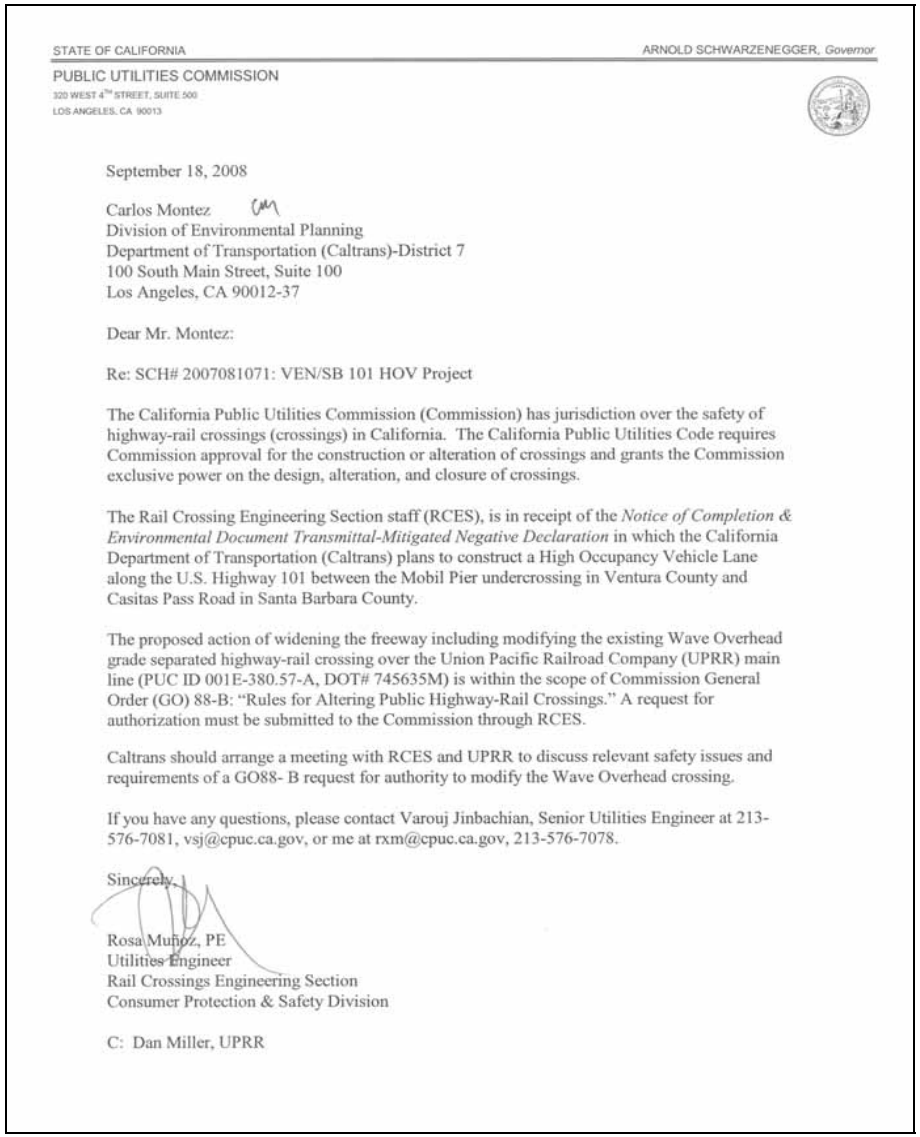
G4-11 Text moved to NO BUILD.

G4-12 Title revised. Train service added.

G4-13 Cross Section of bikeway designation revised.

G4-14 The PUC will be built in conjunction with the highway portion of the project. The areas for construction staging are not known at this time. Once a location is chosen and the revalidation of the 2002 La Conchita/Mussel Shoals Access Improvement MND/FONSI is complete, final design will commence and a detailed construction staging plan will be developed**.**

G4-15 Emergency crash gates were determined not to be feasible at Mussel Shoals, La Conchita and Tank Farm due to lack of available space for large vehicles to merge and turn.



STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

September 18, 2008

Carlos Montez
Division of Environmental Planning
Department of Transportation (Caltrans)-District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-37

Dear Mr. Montez:

Re: SCH# 2007081071: VEN/SB 101 HOV Project

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Rail Crossing Engineering Section staff (RCES), is in receipt of the *Notice of Completion & Environmental Document Transmittal-Mitigated Negative Declaration* in which the California Department of Transportation (Caltrans) plans to construct a High Occupancy Vehicle Lane along the U.S. Highway 101 between the Mobil Pier undercrossing in Ventura County and Casitas Pass Road in Santa Barbara County.

The proposed action of widening the freeway including modifying the existing Wave Overhead grade separated highway-rail crossing over the Union Pacific Railroad Company (UPRR) main line (PUC ID 001E-380.57-A, DOT# 745635M) is within the scope of Commission General Order (GO) 88-B: "Rules for Altering Public Highway-Rail Crossings." A request for authorization must be submitted to the Commission through RCES.

Caltrans should arrange a meeting with RCES and UPRR to discuss relevant safety issues and requirements of a GO88- B request for authority to modify the Wave Overhead crossing.

If you have any questions, please contact Varouj Jinbachian, Senior Utilities Engineer at 213-576-7081, vsj@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Dan Miller, UPRR

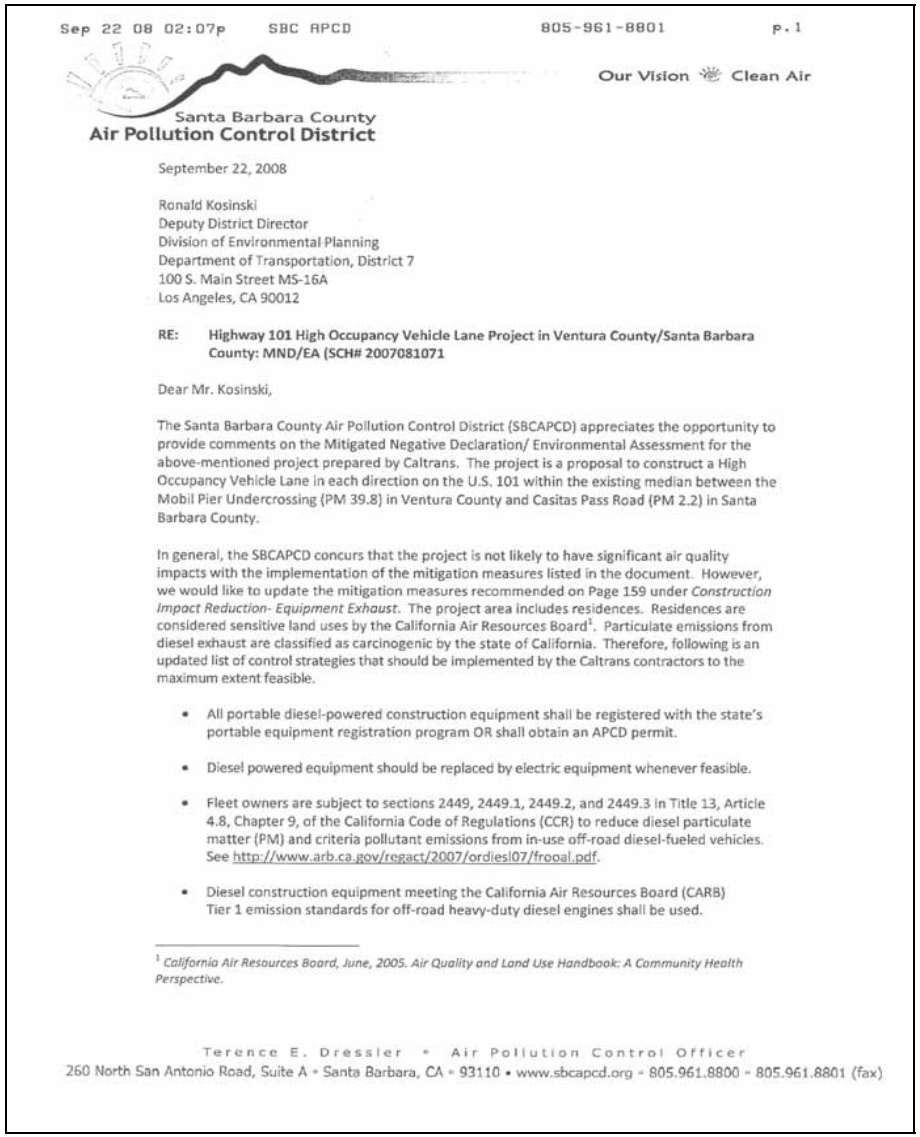
Letter from Rosa Munoz, Utilities Engineer, Public Utilities Commission dated 9/18/08.

G5-1 Thank you for your comments. The Public Utilities Commission has been added to the list of permitting agencies in the IS/EA.

The Minimum Build Alternative has been identified as our Preferred Alternative. This alternative would not require alterations to the Wave Overhead grade separation rail crossing over the UPRR rail line.

Caltrans will conduct all necessary coordination with the RCES during final design and construction of the project, based on the selected alternative and any necessary modifications affecting the UPRR overhead crossing.

In addition, Caltrans will continue to work with the Public Utilities Commission to select a design that meets the needs of the community and railroad standards.



Sep 22 08 02:07p SBC APCD 805-961-8801 p.1

Our Vision Clean Air

Santa Barbara County
Air Pollution Control District

September 22, 2008

Ronald Kosinski
Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

RE: Highway 101 High Occupancy Vehicle Lane Project in Ventura County/Santa Barbara County: MND/EA (SCH# 2007081071

Dear Mr. Kosinski,

The Santa Barbara County Air Pollution Control District (SBCAPCD) appreciates the opportunity to provide comments on the Mitigated Negative Declaration/ Environmental Assessment for the above-mentioned project prepared by Caltrans. The project is a proposal to construct a High Occupancy Vehicle Lane in each direction on the U.S. 101 within the existing median between the Mobil Pier Undercrossing (PM 39.8) in Ventura County and Casitas Pass Road (PM 2.2) in Santa Barbara County.

In general, the SBCAPCD concurs that the project is not likely to have significant air quality impacts with the implementation of the mitigation measures listed in the document. However, we would like to update the mitigation measures recommended on Page 159 under *Construction Impact Reduction- Equipment Exhaust*. The project area includes residences. Residences are considered sensitive land uses by the California Air Resources Board[1]. Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. Therefore, following is an updated list of control strategies that should be implemented by the Caltrans contractors to the maximum extent feasible.

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- Fleet owners are subject to sections 2449, 2449.1, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of Regulations (CCR) to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use off-road diesel-fueled vehicles. See http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.
- Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used.

[1] *California Air Resources Board, June, 2005. Air Quality and Land Use Handbook: A Community Health Perspective.*

Terence E. Dressler • Air Pollution Control Officer
260 North San Antonio Road, Suite A • Santa Barbara, CA • 93110 • www.sbcapcd.org • 805.961.8800 • 805.961.8801 (fax)

Letter from Vijaya Jammalamadaka, Air Quality Specialist, Technology and Environmental Assessment Division Santa Barbara Air Pollution Control District dated 9/22/08.

G6-1 Thank you for your comment. Per Caltrans standard specifications, Caltrans will comply with all federal, state or local rules and regulations in force and applicable at the time of construction

.

Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

- Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.
  State law (with some exemptions) requires that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:
  - shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location
  - shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if there is a sleeper berth and the vehicle is within 100 feet of a restricted area (homes and schools).
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

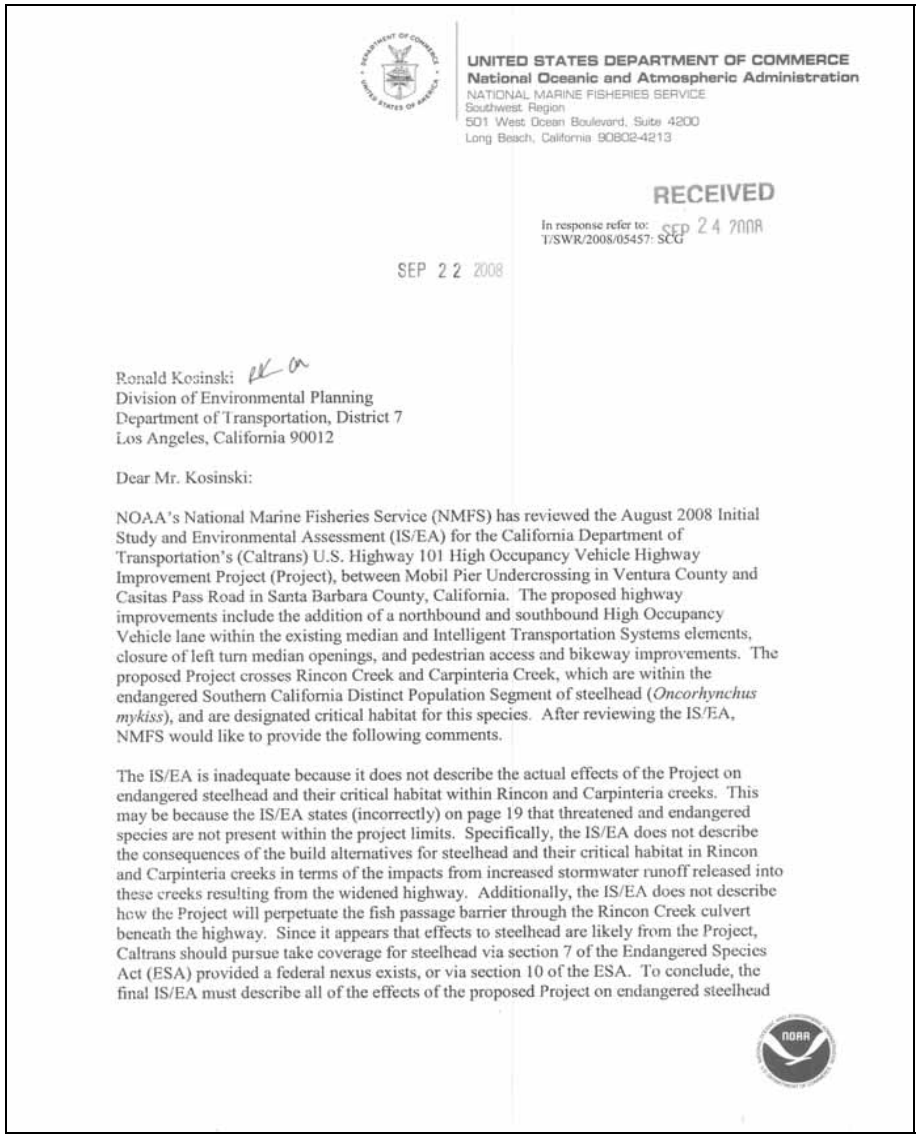
We hope you find our comments useful. If you have questions please call me at (805) 961-8893 or e-mail: vjj@sbcapcd.org

Sincerely,

Vijaya Jammalamadaka

Vijaya Jammalamadaka
Air Quality Specialist
Technology and Environmental Assessment Division

cc: Project File (Caltrans Projects, 2008)
TEA Chron File



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

RECEIVED
SEP 24 2008

In response refer to:
T/SWR/2008/05457: SCG

SEP 22 2008

Ronald Kosinski
Division of Environmental Planning
Department of Transportation, District 7
Los Angeles, California 90012

Dear Mr. Kosinski:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the August 2008 Initial Study and Environmental Assessment (IS/EA) for the California Department of Transportation's (Caltrans) U.S. Highway 101 High Occupancy Vehicle Highway Improvement Project (Project), between Mobil Pier Undercrossing in Ventura County and Casitas Pass Road in Santa Barbara County, California. The proposed highway improvements include the addition of a northbound and southbound High Occupancy Vehicle lane within the existing median and Intelligent Transportation Systems elements, closure of left turn median openings, and pedestrian access and bikeway improvements. The proposed Project crosses Rincon Creek and Carpinteria Creek, which are within the endangered Southern California Distinct Population Segment of steelhead (*Oncorhynchus mykiss*), and are designated critical habitat for this species. After reviewing the IS/EA, NMFS would like to provide the following comments.

The IS/EA is inadequate because it does not describe the actual effects of the Project on endangered steelhead and their critical habitat within Rincon and Carpinteria creeks. This may be because the IS/EA states (incorrectly) on page 19 that threatened and endangered species are not present within the project limits. Specifically, the IS/EA does not describe the consequences of the build alternatives for steelhead and their critical habitat in Rincon and Carpinteria creeks in terms of the impacts from increased stormwater runoff released into these creeks resulting from the widened highway. Additionally, the IS/EA does not describe how the Project will perpetuate the fish passage barrier through the Rincon Creek culvert beneath the highway. Since it appears that effects to steelhead are likely from the Project, Caltrans should pursue take coverage for steelhead via section 7 of the Endangered Species Act (ESA) provided a federal nexus exists, or via section 10 of the ESA. To conclude, the final IS/EA must describe all of the effects of the proposed Project on endangered steelhead

Letter from Rodney McInnis, Regional Administrator, United States Department of Commerce, National Oceanic and Atmospheric Administration dated 9/22/08.

G7-1 Thank you for your comments, a Natural Environment Study was completed for the proposed project. A species list was obtained from the California Natural Diversity Database, National Marine Fisheries Service and U.S. Fish and Wildlife Species List. The lists identified that habitat for steelhead is present. A Caltrans biologist conducted surveys for all potential special status species within and adjacent to the project area. The Caltrans biologist surveyed Rincon Creek and after three surveys concluded that Rincon Creek, within the project area, was absent of suitable habitat for steelhead. Carpinteria Creek was outside of the project study area of the proposed project.

As discussed in Section 2.2.2 of the IS/EA, storm water discharges will be mitigated through implementation of Best Management Practices (BMPs) broken down into four categories: pollution prevention, treatment, construction, and maintenance. Storm water control for the project will follow Caltrans' Storm Water program requirements, which are regulated by the State Water Resources Control Board. Selection and design of permanent storm water pollution control measures will be refined during final design.

In the area of Rincon Creek the widening would take place within the roadway prism. Additionally, the MINIMUM BUILD Alternative is the Preferred Alternative and will not require any of the culverts to be extended. Therefore, no impacts to Rincon Creek are anticipated.

No impacts to steelhead are anticipated from the proposed project. If there are any changes to the project that may affect the habitat of steelhead, Caltrans will initiate Section 7 consultation of the Endangered Species Act with National Marine Fisheries Service.

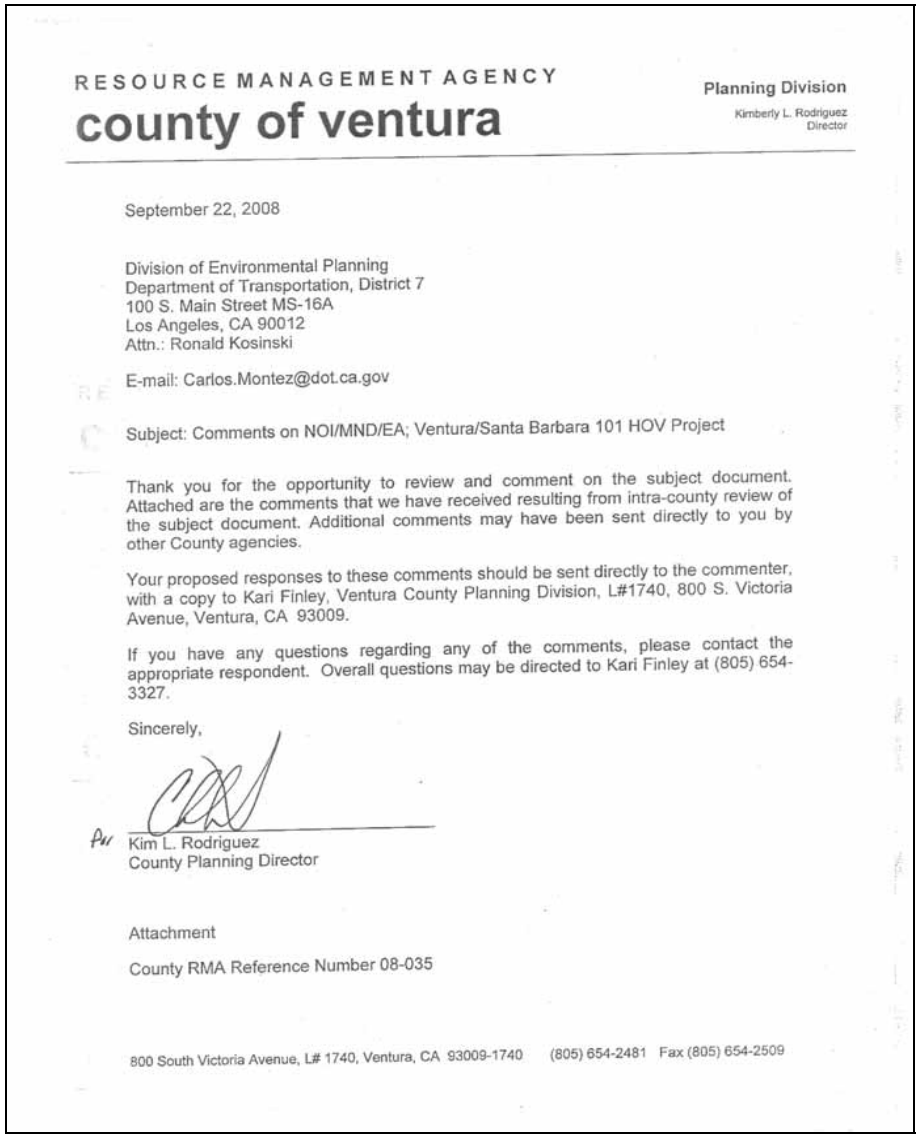
and their critical habitat in Rincon and Carpinteria creeks, as required by the California Environmental Quality Act.

NMFS appreciates this opportunity to review and provide comment on the IS/EA for the proposed U.S. Highway 101 High Occupancy Vehicle Highway Improvement Project. Please contact Stan Glowacki at (562) 980-4061 or via email at Stan.Glowacki@noaa.gov if you have any questions concerning this letter, or if you require additional information

Sincerely,

for Rodney R. McInnis
Regional Administrator

cc: Chris Dellith, U.S. Fish and Wildlife Service
Jeff Humble, California Department of Fish and Game



RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Kimberly L. Rodriguez
Director

September 22, 2008

Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012
Attn.: Ronald Kosinski

E-mail: Carlos.Montez@dot.ca.gov

Subject: Comments on NOI/MND/EA; Ventura/Santa Barbara 101 HOV Project

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Kari Finley, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Kari Finley at (805) 654-3327.

Sincerely,

Kim L. Rodriguez
County Planning Director

Attachment

County RMA Reference Number 08-035

800 South Victoria Avenue, L# 1740, Ventura, CA 93009-1740 (805) 654-2481 Fax (805) 654-2509

Letter from Kim Rodriguez, County Planning Director, County of Ventura dated 9/22/08.

G8-1 Thank you for your comments, your letter and attached comments have been included in the record.

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division

MEMORANDUM

DATE: September 5, 2008

TO: Resource Management Agency, Planning Division
Attention: Kari Finley

FROM: Nazir Lalani, Deputy Director

SUBJECT: **REVIEW OF DOCUMENT 08-035 VENTURA/SANTA BARBARA 101 HOV PROJECT**
Notice of Public Hearing/Availability of Initial Study/Environmental Assessment Construction of a High Occupancy Vehicle (HOV) lane on U.S. 101 in the County of Ventura and Casitas Pass Road in Santa Barbara County (SB PM2.2).
Lead Agency: **State Department of Transportation**

Pursuant to your request, the Public Works Agency (PWA) -- Transportation Department has reviewed the Study/Environmental Assessment for Highway 101 improvements: Construction of a High Occupancy Vehicle (HOV) lane in each direction on U.S. 101 within the existing median between the Mobil Pier Undercrossing (VEN PM39.8) in the County of Ventura and Casitas Pass Road in Santa Barbara County (SB PM2.2).

Caltrans is initiating studies for the proposed improvements to the Santa Barbara/Ventura 101 starting in Ventura County west of VEN PM39.8 and ending 0.44 miles south of Casitas Pass Road in SB PM2.2. Proposed improvements include construction of a HOV lane within the existing highway median in both directions and utilizing, where necessary, nonstandard inside shoulder and HOV lane widths. The project will also include Intelligent Traffic Systems elements and pedestrian improvements within a portion of the project limits.

The PWA – Transportation Department's memo and letter dated September 7, 2007, are still appropriate.

The PWA – Transportation Department has reviewed the Environmental Assessment dated August 2008, and finds that the environmental comments of our letter to Mr. Elattar have not been addressed:

> Items 3, 4, 5, 6, and 7 – These items refer to the pedestrian tunnels, the drainage facilities, the question of liability, appropriate signage, and storm water and flooding in the general region of the Rincon area.

Transportation Department memo dated September 7, 2007, which contains our comments, and the letter dated September 7, 2007, to Mr. Aziz Elattar of Caltrans are enclosed.

Please call me at 654-2080 if you have any questions.

c: Ron Kasinski - State of CA Dept of Transportation – District 7

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Memo from Nazir Lalani, Deputy Director, Public Works Agency Transportation Department County of Ventura dated 9/5/08.

G8-2 Thank you for your comments. This letter was also sent under separate cover and see G2-1.

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Kari Finley/Dawnyelle Addison, Planning DATE: September 16, 2008

FROM: Alicia Stratton

SUBJECT: Request for Review of Mitigated Negative Declaration for the Ventura/Santa Barbara 101 HOV Project, CalTrans (Reference No. 08-035)

Air Pollution Control District staff has reviewed the subject project, which is a proposal for highway improvements on U.S. 101 between the Mobil Pier Undercrossing in Ventura County and Casitas Pass Road in Santa Barbara County.

Section 2.2.6 of the mitigated negative declaration addresses air quality issues. We concur with the findings of this discussion. The proposed project is not expected to attract rerouted trips from elsewhere in the transportation network. This section addresses regional conformity issues as well, and indicates that the proposed project is included in the Ventura County RTIP and the regional analysis for the project is considered complete and the project as a whole is considered to be in conformance with the Clean Air Act on a regional level.

If you have any questions, please call me at (805) 645-1426.

Memo from Alicia Stratton, Ventura County Air Pollution Control District dated 9/16/08

G8-3 Thank you for your comments, your letter and comments have been included in the record.

ATTACHMENT A

CITY of CARPINTERIA, CALIFORNIA

September 22, 2008

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012

Members of the City Council
Michael Ledbetter, *Mayor*
Gregg Carty, *Vice Mayor*
J. Bradley Stein
Joe Armendariz
Al Clark

Re: 07-VEN/SB-101 HOV Project, EA 260700

Dear Mr. Kosinski:

The City of Carpinteria has received the Draft Initial Study with Mitigated Negative Declaration/Environmental Assessment dated August 2008 for the construction of highway improvements on U.S. 101 between the Mobil Pier Undercrossing in Ventura County and .4 miles south of Casitas Pass Road in the City of Carpinteria. We appreciate the opportunity to review this environmental document and offer the following comments, which apply generally to the whole of the project but primarily address the portion of the project within the City's jurisdiction and for which a permit from the City is required.

1.2.7 Permits and Approvals Needed
Table 1.2-1 Required Permits for the Proposed Project should state that a Conditional Use Permit is required from the City of Carpinteria in addition to the Coastal Development Permit. G9-1

2.1.10 Traffic and Transportation/Pedestrian & Bicycle Facilities
Does the traffic impact analysis consider that the Linden/Casitas Interchanges and Via Real Extension project is built in the cumulative analysis? Local traffic could be affected by highway travelers bypassing mainline congestion by using surface streets to avoid a new congestion point where the HOV lane ends on the northbound 101 between Bailard Avenue and Casitas Pass Road. This traffic impact should be considered in the draft document. Evidence shows that traffic congestion occurs now at the locations where three lanes merge into two on northbound 101, particularly in the a.m. peak hour. The analysis fails to include the Bailard Avenue ramps though these intersections could experience significant impacts as a result of the project. G9-2

2.1.11 Visual/Aesthetics
A description of the existing visual setting within the City of Carpinteria begins on page 99 of the document. Please correct the text to clarify that within the project reach, there is no residential development south of U.S. 101. Also, it would be helpful to include a description of existing median and shoulder landscaping within this stretch of the project as these natural features contribute to the character of the area. Any removal and subsequent replanting of vegetation throughout the corridor must be included in the discussion of aesthetics/visual resources. Such plantings should be compatible with the Highway 101 Corridor Design Guidelines adopted by the Santa Barbara County Board of Supervisors in July 1999 (a copy of which can be provided if needed). G9-3

5775 CARPINTERIA AVENUE • CARPINTERIA, CALIFORNIA 93013-2697 • (805) 684-5405 • Fax (805) 684-5304 • www.ci.carpinteria.ca.us

Letter from Michael Ledbetter, Mayor, City of Carpinteria, dated 9/22/08.

G9-1 Thank you for your comments, a conditional use permit will be added to Table 1.2-1 Required Permits for the proposed project.

G9-2 The Santa Barbara U.S. 101 Linden to Casitas Pass Interchanges Project was analyzed in the IS/EA, Section 2.4 Cumulative Impacts. The traffic analysis presented in the IS/EA considered the roadway improvements proposed in the Carpinteria area at the northern end of the study area. These improvements will provide additional capacity at the Linden Avenue and Casitas Pass interchanges. The extension of Via Real will also provide a local connection for the land uses on the east side of the U.S.101. The opening year for the VEN/SB 101 HOV project is 2015. In addition to the project and the Linden and Casitas Pass Interchange project, there is a third complementary project proposed described as the South Coast 101 HOV project. The South Coast 101 HOV project will continue the HOV lanes from the VEN/SB 101 HOV project approximately 0.4 miles north of Bailard Avenue (in the City of Carpinteria) to 0.5 miles south of Milpas Street (in the City of Santa Barbara). This project is not expected to open at the same time as the VEN/SB 101 HOV but is expected to follow a few years later. All three projects are expected to be operating by the year 2035 (20 years after the opening year of the VEN/SB 101 HOV project).Until the South Coast 101 HOV project is implemented, some congestion may be expected to occur as a result of the lane drop from three to two lanes 0.4 miles north of Bailard Avenue on the U.S. 101. The extension of Via Real, which is part of the Linden and Casitas Pass Interchange project, is set to occur at the same time as the VEN/SB 101 HOV project and will run continuously between the Bailard and Casitas ramps.
It is possible that some vehicles heading north on the U.S. 101 may divert from the freeway, as a result of the lane drop, on to Via Real via Bailard Avenue and then back to the U.S.101 using the Casitas ramp.

Predicting the absolute number of vehicles that may divert is rather subjective. In order to assess whether this route change may be beneficial to drivers in terms of time savings, data from the *US 101/Linden Avenue and US 101/Casitas Pass Road Interchange Improvement Project (Fehr & Peers, June 2007)* was examined.

U.S. 101 and Bates Road
The section of the document describing the Change to Visual Quality/Character as a result of the proposed changeable message sign seems to underestimate the impact this sign would have on highway travelers as they enter Santa Barbara County. This is an unincorporated area with very low density residential zoning and/or agricultural development nearby. As northbound travelers leave the Rincon Parkway and Ventura County, this area serves as a gateway to Santa Barbara County. Given that traffic conditions are expected to improve with the construction of the HOV Lane, and the fact that northbound traffic is most severely congested only during the a.m. peak hour, the message sign may not add significant value to the project assuming it would primarily be signaling congestion caused by regular commuters. This questionable 'information' value must be weighed against the resulting change to the semi-rural character of the area with introduction of the electronic sign. We recognize that matters of aesthetic impacts are subjective, however, the impact to the skyline view appears to be significant at this location. G9-4

Avoidance, Minimization and/or Mitigation Measures
The second bullet item in the list should include a reference to landscaping with drought tolerant, native species. The third bullet item should be amended to make it clear that soundwalls would be planted with vines on both sides. G9-5

2.2.2 Water Quality and Storm-water Runoff
The City of Carpinteria Creeks Preservation Program includes several policies that address water quality and require pre-construction plans, post-construction plans, etc. The current analysis addresses short-term impacts associated with construction of the project, and fails to assess permanent 'operational' effects of the project on storm water quality. Existing City of Carpinteria water quality policies should be considered in developing mitigation measures to address this issue area. These policies can be found in the Creeks Preservation Program available on the City's website at *www.carpinteria.ca.us*. G9-6

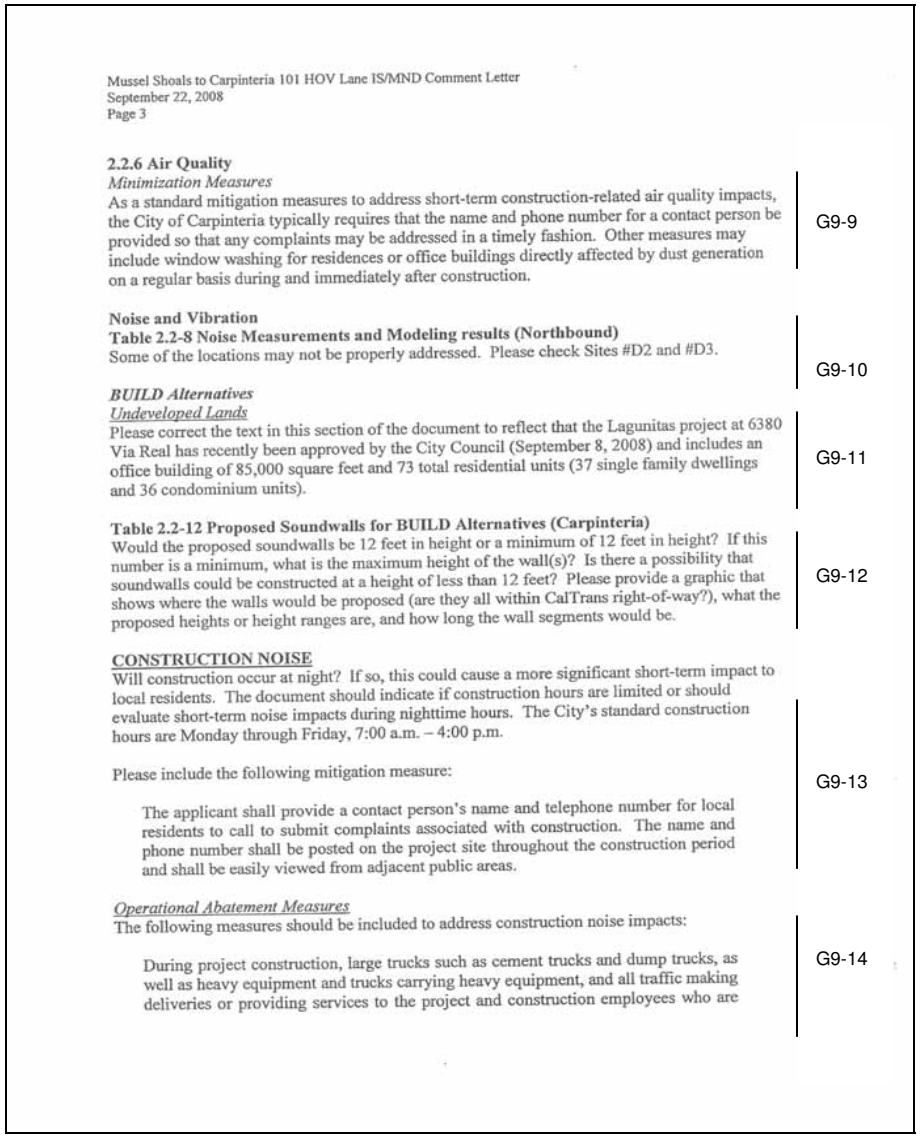
2.2.3 Geology/Soils/Seismic
Groundwater
This section indicates that groundwater conditions at La Conchita have been measured but does not indicate that they have been analyzed in other areas. In general, groundwater in Carpinteria is relatively high, and could be a factor in siting and designing project elements such as foundations for structural components, soundwalls, median components and additional travel lanes. The document should include a reference to this existing geologic condition. It should also address whether there is a potential for new construction to impact groundwater flow through the area due to the need for extensive or deep footings to support any soundwalls. G9-7

2.2.4 Paleontology
Affected Environment
This section indicates that Carpinteria Creek is within the County of Santa Barbara. Please correct this to identify that this segment of Carpinteria Creek is within the City of Carpinteria. G9-8

The delay experienced by vehicles was estimated in that study for the Bailard westbound off-ramp and the northbound left turn onto Via Real for the opening year of the project in the AM peak hour. The projected delay at these two intersections amounted to a total of approximately 330 seconds or 5 ½ minutes. Diverting vehicles would also experience delay of around 16 seconds to get back on to the U.S. 101 at the Casitas Pass interchange. Excluding the time taken to travel between the two interchanges, the delay each diverted vehicle would experience is estimated to be approximately six minutes. Even if vehicles are able to travel along Via Real at a speed of 35 mph, it would take a total of approximately eight minutes to divert from the Bailard ramp, traverse Via Real and get back on the U.S. 101 at the Casitas Pass ramps.

Based on the delay and distance involved in diverting from the U..S 101, the freeway speeds between the Bailard and Casitas ramps would have to decrease to an average of less than 8 mph in order to encourage drivers to divert. While the freeway is likely to be temporarily congested between these two ramps during the period of time between construction of the VEN/SB 101 HOV project and construction of the South Coast 101 HOV project, it is still likely to be quicker or, at worst, roughly the same as diverting using Via Real. It is therefore considered unlikely that the Bailard Ramps would experience a significant impact as a result of diverting vehicles. Once the South Coast 101 HOV project is built, the lane drop would be eliminated.

G9-3 The text has been modified. Figures 2.1.13 and 14 provide a good representation of the project corridor within the City of Carpinteria. Figure 2.1.13 is a photo taken from Bailard Avenue and shows the existing median and outside shoulder vegetation and other natural features that add to the visual character of the highway through this area. The IS/EA proposed measures to minimize impacts to landscaping within the project limits by retaining as much of the existing vegetation as possible or planting vegetation in the median, such as shrubs 4 to 5 feet tall as feasible. Replacement planting would be consistent with U.S. 101 Corridor Design Guidelines.



Mussel Shoals to Carpinteria 101 HOV Lane IS/MND Comment Letter
September 22, 2008
Page 3

2.2.6 Air Quality
Minimization Measures
As a standard mitigation measures to address short-term construction-related air quality impacts, the City of Carpinteria typically requires that the name and phone number for a contact person be provided so that any complaints may be addressed in a timely fashion. Other measures may include window washing for residences or office buildings directly affected by dust generation on a regular basis during and immediately after construction. G9-9

Noise and Vibration
Table 2.2-8 Noise Measurements and Modeling results (Northbound)
Some of the locations may not be properly addressed. Please check Sites #D2 and #D3. G9-10

BUILD Alternatives
Undeveloped Lands
Please correct the text in this section of the document to reflect that the Lagunitas project at 6380 Via Real has recently been approved by the City Council (September 8, 2008) and includes an office building of 85,000 square feet and 73 total residential units (37 single family dwellings and 36 condominium units). G9-11

Table 2.2-12 Proposed Soundwalls for BUILD Alternatives (Carpinteria)
Would the proposed soundwalls be 12 feet in height or a minimum of 12 feet in height? If this number is a minimum, what is the maximum height of the wall(s)? Is there a possibility that soundwalls could be constructed at a height of less than 12 feet? Please provide a graphic that shows where the walls would be proposed (are they all within CalTrans right-of-way?), what the proposed heights or height ranges are, and how long the wall segments would be. G9-12

CONSTRUCTION NOISE
Will construction occur at night? If so, this could cause a more significant short-term impact to local residents. The document should indicate if construction hours are limited or should evaluate short-term noise impacts during nighttime hours. The City's standard construction hours are Monday through Friday, 7:00 a.m. – 4:00 p.m.

Please include the following mitigation measure: G9-13

> The applicant shall provide a contact person's name and telephone number for local residents to call to submit complaints associated with construction. The name and phone number shall be posted on the project site throughout the construction period and shall be easily viewed from adjacent public areas.

Operational Abatement Measures
The following measures should be included to address construction noise impacts: G9-14

> During project construction, large trucks such as cement trucks and dump trucks, as well as heavy equipment and trucks carrying heavy equipment, and all traffic making deliveries or providing services to the project and construction employees who are

G9-4 Several locations for the Changeable Message Sign (CMS) were analyzed within the project limits. This location was picked due to its effectiveness of disseminating information to motorists and lower visual character of the surrounding area compared to other locations within the highway corridor. The majority of the corridor viewsheds are defined with ocean views, agricultural land or green mountain views. This location the background is a terraced slope mostly bare of vegetation. Also, at this location, the CMS would not be obscured by vegetation and would not block the hillside view for the residents of Rincon Point.

G9-5 Caltrans Deputy Directives encourages the Department to use drought tolerant vegetation as feasible. The document will amend the mitigation measure to include planting of vines on both sides of the soundwall if feasible. Caltrans will use the 101 Corridor Design Guidelines for the plant palette as feasible.

G9-6 As discussed in Section 2.2.2 of the IS/EA, storm water discharge will be mitigated through implementation of Best Management Practices (BMPs) broken down into four categories: pollution prevention, treatment, construction and maintenance. Storm water control for the project will follow Caltrans' Storm Water program requirements, which are regulated by the State Water Resources Control Board. Selection and design of permanent storm water pollution control measures will be refined during final design.

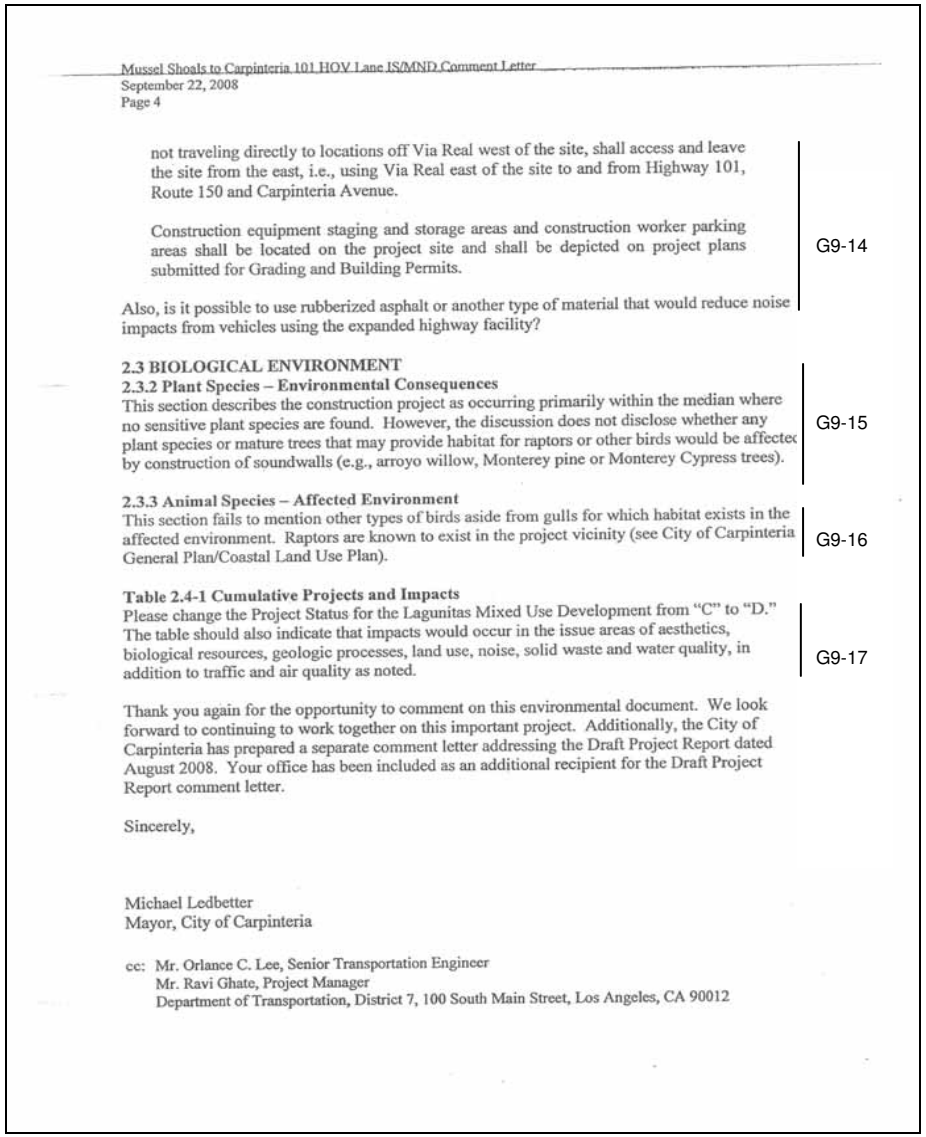
G9-7 A preliminary geotechnical report was completed for the proposed project using existing data from record searches. During final design, a comprehensive geotechnical report will be completed for the selected alternative. At this time groundwater sampling will be conducted within the project limits to determine impacts to structures from potential high groundwater.

G9-8 The document will reflect that this section of Carpinteria Creek is within the City of Carpinteria**.**

G9-9 Caltrans will assign a Resident Engineer who will oversee the project during construction to be the project contact person or the City can contact the project manager. Caltrans will provide a contact list for the City.

G9-10 The addresses should be 1015 and 1010 Bailard Avenue instead of Via Real. The addresses have been updated in the document.

G9-11 Project information has been updated in the document.



Mussel Shoals to Carpinteria 101 HOV Lane IS/MND Comment Letter
September 22, 2008
Page 4

not traveling directly to locations off Via Real west of the site, shall access and leave the site from the east, i.e., using Via Real east of the site to and from Highway 101, Route 150 and Carpinteria Avenue.

Construction equipment staging and storage areas and construction worker parking areas shall be located on the project site and shall be depicted on project plans submitted for Grading and Building Permits. G9-14

Also, is it possible to use rubberized asphalt or another type of material that would reduce noise impacts from vehicles using the expanded highway facility?

2.3 BIOLOGICAL ENVIRONMENT
2.3.2 Plant Species – Environmental Consequences
This section describes the construction project as occurring primarily within the median where no sensitive plant species are found. However, the discussion does not disclose whether any plant species or mature trees that may provide habitat for raptors or other birds would be affected by construction of soundwalls (e.g., arroyo willow, Monterey pine or Monterey Cypress trees). G9-15

2.3.3 Animal Species – Affected Environment
This section fails to mention other types of birds aside from gulls for which habitat exists in the affected environment. Raptors are known to exist in the project vicinity (see City of Carpinteria General Plan/Coastal Land Use Plan). G9-16

Table 2.4-1 Cumulative Projects and Impacts
Please change the Project Status for the Lagunitas Mixed Use Development from "C" to "D." The table should also indicate that impacts would occur in the issue areas of aesthetics, biological resources, geologic processes, land use, noise, solid waste and water quality, in addition to traffic and air quality as noted. G9-17

Thank you again for the opportunity to comment on this environmental document. We look forward to continuing to work together on this important project. Additionally, the City of Carpinteria has prepared a separate comment letter addressing the Draft Project Report dated August 2008. Your office has been included as an additional recipient for the Draft Project Report comment letter.

Sincerely,

Michael Ledbetter
Mayor, City of Carpinteria

cc: Mr. Orlance C. Lee, Senior Transportation Engineer
Mr. Ravi Ghate, Project Manager
Department of Transportation, District 7, 100 South Main Street, Los Angeles, CA 90012

G9-12 The communities on the north side of the U.S. 101 near the Bailard Avenue Interchange voted to reject the proposed soundwalls adjacent to their communities.

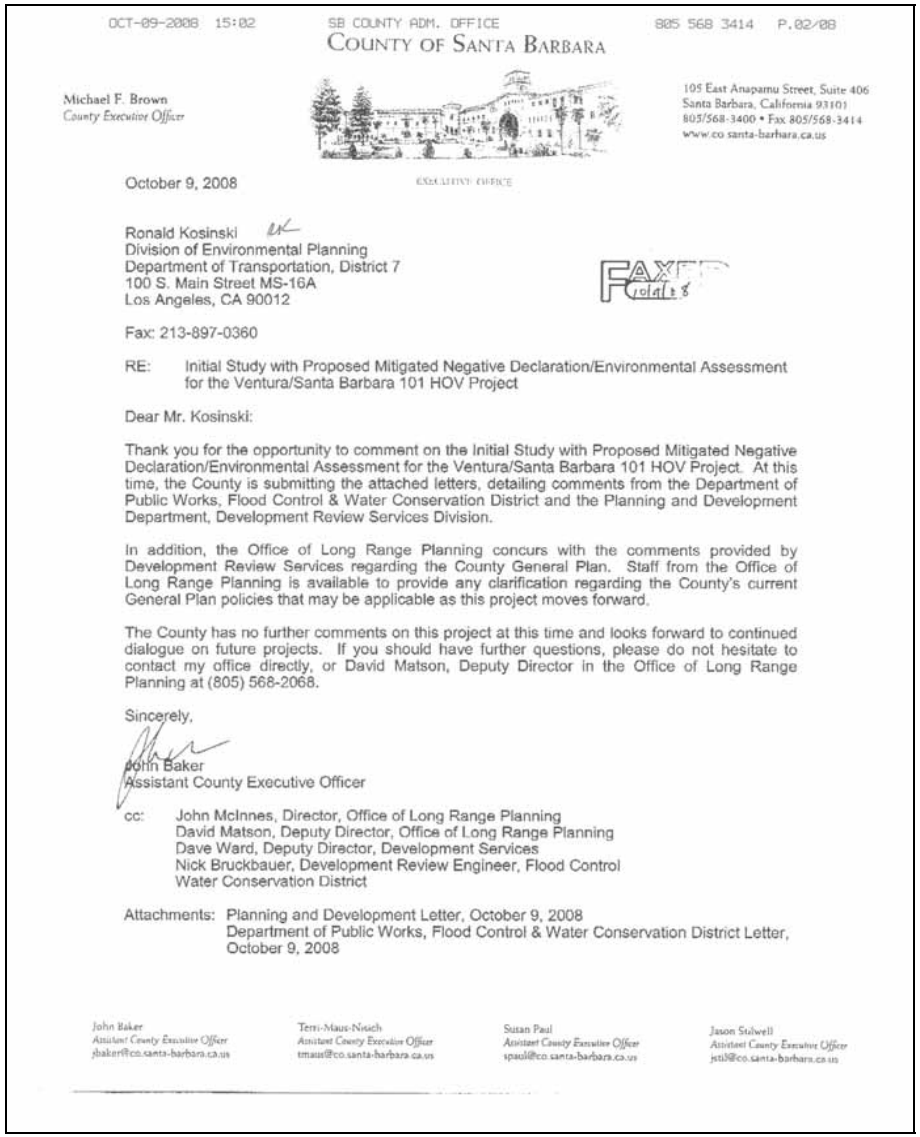
G9-13 Construction is not expected to occur at night. Most of the work would be on the highway and work extending beyond normal work hours would be coordinated in advance with the City of Carpinteria. See G9-9, after the resident engineer has been assigned to oversee the project during construction the public will be provided with their contact information for all matters related to construction

G9-14 The City of Carpinteria noise specifications would be included as a part of the construction contract. Caltrans has not approved the use of rubberized asphalt as a noise abatement measure. Caltrans is actively researching the benefits of pavement types in reducing tire noise source levels to demonstrate the long-term noise abatement characteristics of quieter pavement.

G9-15 Soundwalls will only be constructed adjacent to the community of Mussel Shoals. These soundwalls will require the removal of non-native landscaping between Mussel Shoals and the Highway. Some mature trees are present and would be removed during the non-bird nesting period September 15th through March 15th.

G9-16 A Caltrans Biologist conducted three surveys of the project study area. The species observed within the project area were western fence lizards, western gulls and California gulls. Other raptors may appear in the area and use the mature vegetation in and around the project site. Avoidance measures for this project include the use of Environmentally Sensitive Area (ESA) fencing. ESA limits around the mature trees within the outside shoulders of the project will be shown on the final plan sheets. The ESA fencing will preserve the landscaping and habitat for migrating birds and raptors.

G9-17 Thank you for your comment. The document has been revised.



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COUNTY OF SANTA BARBARA

Michael F. Brown
County Executive Officer

105 East Anapamu Street, Suite 406
Santa Barbara, California 93101
805/568-3400 • Fax 805/568-3414
www.co.santa-barbara.ca.us

EXECUTIVE OFFICE

October 9, 2008

Ronald Kosinski
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

FAX

Fax: 213-897-0360

RE: Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the Ventura/Santa Barbara 101 HOV Project

Dear Mr. Kosinski:

Thank you for the opportunity to comment on the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the Ventura/Santa Barbara 101 HOV Project. At this time, the County is submitting the attached letters, detailing comments from the Department of Public Works, Flood Control & Water Conservation District and the Planning and Development Department, Development Review Services Division.

In addition, the Office of Long Range Planning concurs with the comments provided by Development Review Services regarding the County General Plan. Staff from the Office of Long Range Planning is available to provide any clarification regarding the County's current General Plan policies that may be applicable as this project moves forward.

The County has no further comments on this project at this time and looks forward to continued dialogue on future projects. If you should have further questions, please do not hesitate to contact my office directly, or David Matson, Deputy Director in the Office of Long Range Planning at (805) 568-2068.

Sincerely,

John Baker
Assistant County Executive Officer

cc: John McInnes, Director, Office of Long Range Planning
David Matson, Deputy Director, Office of Long Range Planning
Dave Ward, Deputy Director, Development Services
Nick Bruckbauer, Development Review Engineer, Flood Control
Water Conservation District

Attachments: Planning and Development Letter, October 9, 2008
Department of Public Works, Flood Control & Water Conservation District Letter, October 9, 2008

John Baker
Assistant County Executive Officer
jbaker@co.santa-barbara.ca.us

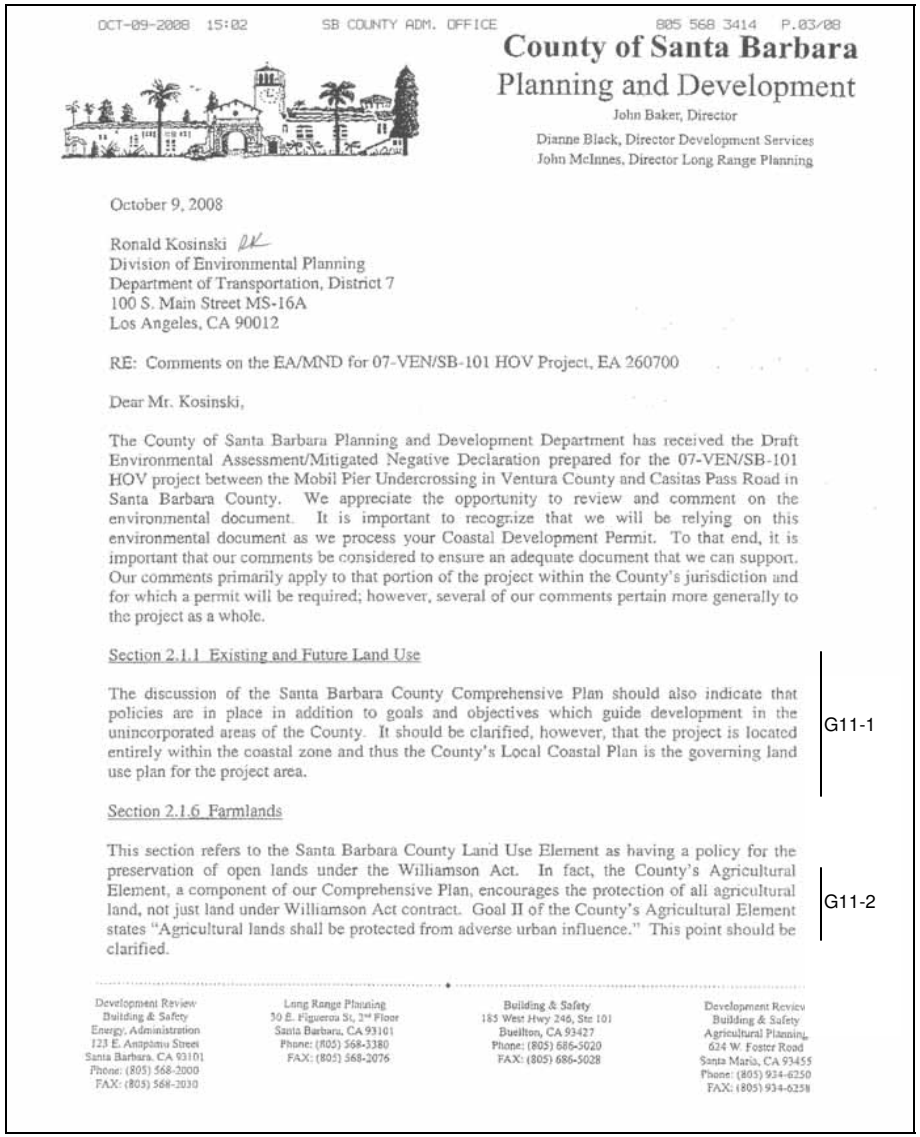
Terri-Maus-Nisich
Assistant County Executive Officer
tmaus@co.santa-barbara.ca.us

Susan Paul
Assistant County Executive Officer
spaul@co.santa-barbara.ca.us

Jason Stilwell
Assistant County Executive Officer
jstil@co.santa-barbara.ca.us

Letter from John Baker, Assistant County Executive Officer, County of Santa Barbara dated 10/9/08.

G10-1 Thank you for your comments. Your letter has been included in the record.



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County of Santa Barbara
Planning and Development
John Baker, Director
Dianne Black, Director Development Services
John McInnes, Director Long Range Planning

October 9, 2008

Ronald Kosinski
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

RE: Comments on the EA/MND for 07-VEN/SB-101 HOV Project, EA 260700

Dear Mr. Kosinski,

The County of Santa Barbara Planning and Development Department has received the Draft Environmental Assessment/Mitigated Negative Declaration prepared for the 07-VEN/SB-101 HOV project between the Mobil Pier Undercrossing in Ventura County and Casitas Pass Road in Santa Barbara County. We appreciate the opportunity to review and comment on the environmental document. It is important to recognize that we will be relying on this environmental document as we process your Coastal Development Permit. To that end, it is important that our comments be considered to ensure an adequate document that we can support. Our comments primarily apply to that portion of the project within the County's jurisdiction and for which a permit will be required; however, several of our comments pertain more generally to the project as a whole.

Section 2.1.1 Existing and Future Land Use

The discussion of the Santa Barbara County Comprehensive Plan should also indicate that policies are in place in addition to goals and objectives which guide development in the unincorporated areas of the County. It should be clarified, however, that the project is located entirely within the coastal zone and thus the County's Local Coastal Plan is the governing land use plan for the project area. G11-1

Section 2.1.6 Farmlands

This section refers to the Santa Barbara County Land Use Element as having a policy for the preservation of open lands under the Williamson Act. In fact, the County's Agricultural Element, a component of our Comprehensive Plan, encourages the protection of all agricultural land, not just land under Williamson Act contract. Goal II of the County's Agricultural Element states "Agricultural lands shall be protected from adverse urban influence." This point should be clarified. G11-2

Development Review
Building & Safety
Energy Administration
123 E. Anapamu Street
Santa Barbara, CA 93101
Phone: (805) 568-2000
FAX: (805) 568-2030

Long Range Planning
50 E. Figueroa St, 2nd Floor
Santa Barbara, CA 93101
Phone: (805) 568-3380
FAX: (805) 568-2076

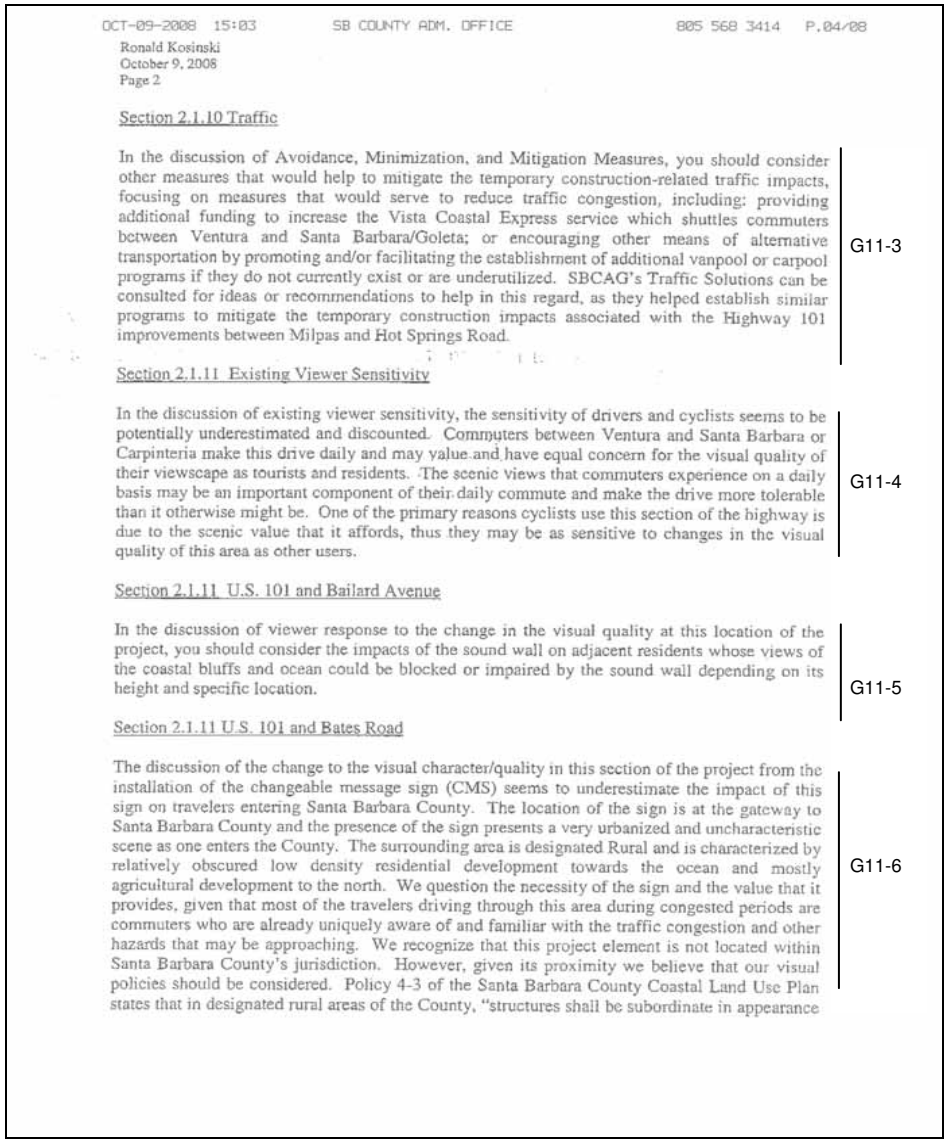
Building & Safety
185 West Hwy 246, Ste 101
Buellton, CA 93427
Phone: (805) 686-5020
FAX: (805) 686-5028

Development Review
Building & Safety
Agricultural Planning
624 W. Foster Road
Santa Maria, CA 93455
Phone: (805) 934-6250
FAX: (805) 934-6258

Letter from the County of Santa Barbara Planning and Development dated 10/9/08 as an attachment to G10.

G11-1 Thank you for your comments. The document will be changed to reflect that policies are in place, in addition to goals and objectives which guide development in the unincorporated areas of the County. The project is located entirely within the coastal zone and within three different Local Coastal Plans. This will require Caltrans to apply for three separate Local Coastal Development Permits. Each permit application will include the project as a whole.

G11-2 The document will be changed to include Goal II of Santa Barbara County's Agricultural Element.



OCT-09-2008 15:03 SB COUNTY ADM. OFFICE 805 568 3414 P.04/08

Ronald Kosinski
October 9, 2008
Page 2

Section 2.1.10 Traffic

In the discussion of Avoidance, Minimization, and Mitigation Measures, you should consider other measures that would help to mitigate the temporary construction-related traffic impacts, focusing on measures that would serve to reduce traffic congestion, including: providing additional funding to increase the Vista Coastal Express service which shuttles commuters between Ventura and Santa Barbara/Goleta; or encouraging other means of alternative transportation by promoting and/or facilitating the establishment of additional vanpool or carpool programs if they do not currently exist or are underutilized. SBCAG's Traffic Solutions can be consulted for ideas or recommendations to help in this regard, as they helped establish similar programs to mitigate the temporary construction impacts associated with the Highway 101 improvements between Milpas and Hot Springs Road. G11-3

Section 2.1.11 Existing Viewer Sensitivity

In the discussion of existing viewer sensitivity, the sensitivity of drivers and cyclists seems to be potentially underestimated and discounted. Commuters between Ventura and Santa Barbara or Carpinteria make this drive daily and may value and have equal concern for the visual quality of their viewscape as tourists and residents. The scenic views that commuters experience on a daily basis may be an important component of their daily commute and make the drive more tolerable than it otherwise might be. One of the primary reasons cyclists use this section of the highway is due to the scenic value that it affords, thus they may be as sensitive to changes in the visual quality of this area as other users. G11-4

Section 2.1.11 U.S. 101 and Bailard Avenue

In the discussion of viewer response to the change in the visual quality at this location of the project, you should consider the impacts of the sound wall on adjacent residents whose views of the coastal bluffs and ocean could be blocked or impaired by the sound wall depending on its height and specific location. G11-5

Section 2.1.11 U.S. 101 and Bates Road

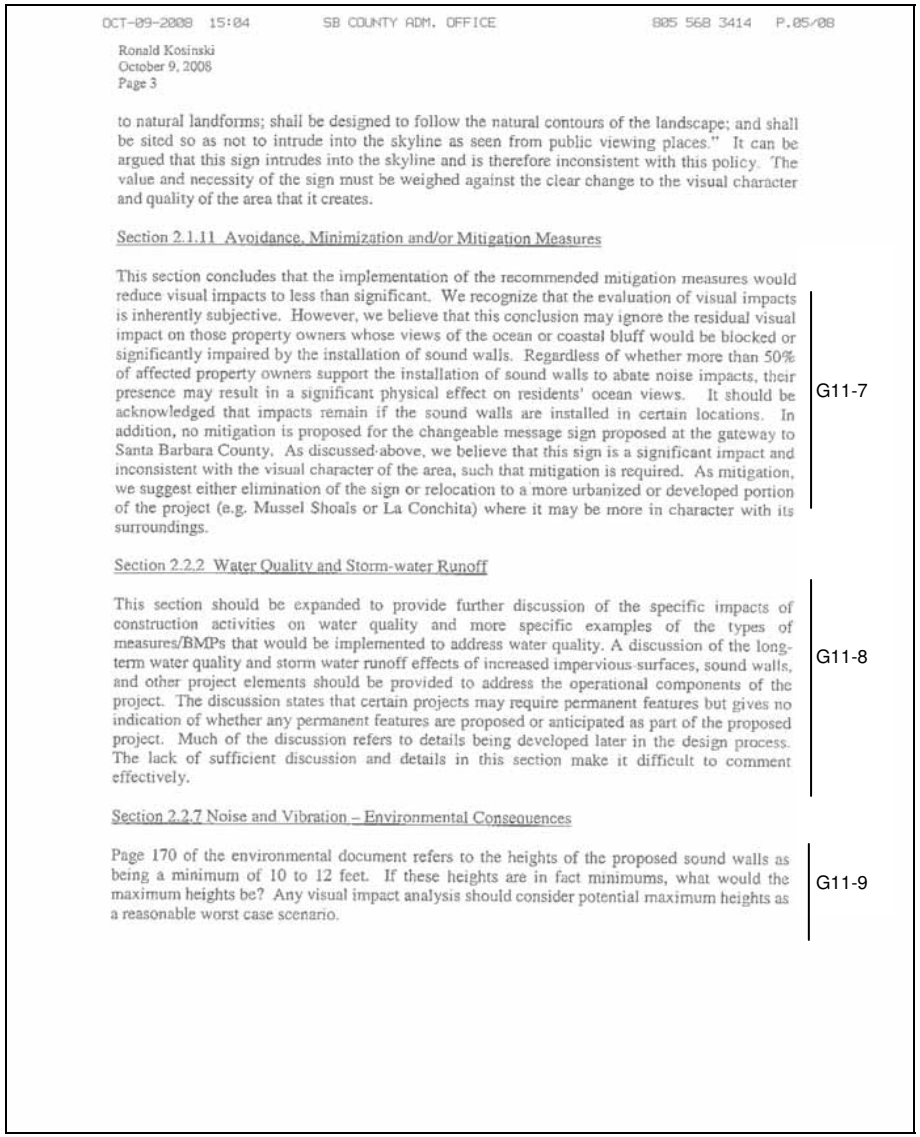
The discussion of the change to the visual character/quality in this section of the project from the installation of the changeable message sign (CMS) seems to underestimate the impact of this sign on travelers entering Santa Barbara County. The location of the sign is at the gateway to Santa Barbara County and the presence of the sign presents a very urbanized and uncharacteristic scene as one enters the County. The surrounding area is designated Rural and is characterized by relatively obscured low density residential development towards the ocean and mostly agricultural development to the north. We question the necessity of the sign and the value that it provides, given that most of the travelers driving through this area during congested periods are commuters who are already uniquely aware of and familiar with the traffic congestion and other hazards that may be approaching. We recognize that this project element is not located within Santa Barbara County's jurisdiction. However, given its proximity we believe that our visual policies should be considered. Policy 4-3 of the Santa Barbara County Coastal Land Use Plan states that in designated rural areas of the County, "structures shall be subordinate in appearance G11-6

G11-3 Measures to minimize temporary construction related traffic impacts would be addressed in Transportation Demand Management options and the Traffic Management Plan, see IS/EA, Chapter 1 Section 1.2.3 under Transportation Demand Management and Chapter and Section 2.1.10 Traffic/Transportation, Pedestrian and Bicycle Facilities.

G11-4 See section 2.1.11 Visual/Aesthetics. Drivers were found to have a moderate response due to vehicle speeds, duration of the view, and the drivers need to focus on the road. Cyclists were found to have a moderate to moderately high response through lateral vision due to slower travel speeds/longer duration.

G11-5 The residents voted against soundwalls on the north side of the interchange. The soundwalls proposed at the U.S. 101/Bailard Avenue Interchange will not be constructed; therefore no views will be blocked or impaired.

G11-6 Several locations for the Changeable Message Sign (CMS) were analyzed within the project limits. This location was selected due to its effectiveness of disseminating information to motorists and lower visual character of the surrounding area compared to other locations within the highway corridor. The majority of the corridor viewsheds are defined with ocean views agricultural land or green mountain views. At this location the background is a terraced slope mostly bare of vegetation. Also, at this location the CMS would not be obscured by vegetation and would not block the hillside view of the residents of Rincon Point. The CMS is just one component of the Intelligent Transportation System. The CMS, along with vehicle detectors and closed circuit TVs, will give the Transportation Management Center real time traffic conditions and would allow Caltrans and CHP to better manage the U.S. 101 regional highway system.



OCT-09-2008 15:04 SB COUNTY ADM. OFFICE 805 568 3414 P.05/08

Ronald Kosinski
October 9, 2008
Page 3

to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places." It can be argued that this sign intrudes into the skyline and is therefore inconsistent with this policy. The value and necessity of the sign must be weighed against the clear change to the visual character and quality of the area that it creates.

Section 2.1.11 Avoidance, Minimization and/or Mitigation Measures

This section concludes that the implementation of the recommended mitigation measures would reduce visual impacts to less than significant. We recognize that the evaluation of visual impacts is inherently subjective. However, we believe that this conclusion may ignore the residual visual impact on those property owners whose views of the ocean or coastal bluff would be blocked or significantly impaired by the installation of sound walls. Regardless of whether more than 50% of affected property owners support the installation of sound walls to abate noise impacts, their presence may result in a significant physical effect on residents' ocean views. It should be acknowledged that impacts remain if the sound walls are installed in certain locations. In addition, no mitigation is proposed for the changeable message sign proposed at the gateway to Santa Barbara County. As discussed above, we believe that this sign is a significant impact and inconsistent with the visual character of the area, such that mitigation is required. As mitigation, we suggest either elimination of the sign or relocation to a more urbanized or developed portion of the project (e.g. Mussel Shoals or La Conchita) where it may be more in character with its surroundings. G11-7

Section 2.2.2 Water Quality and Storm-water Runoff

This section should be expanded to provide further discussion of the specific impacts of construction activities on water quality and more specific examples of the types of measures/BMPs that would be implemented to address water quality. A discussion of the long-term water quality and storm water runoff effects of increased impervious surfaces, sound walls, and other project elements should be provided to address the operational components of the project. The discussion states that certain projects may require permanent features but gives no indication of whether any permanent features are proposed or anticipated as part of the proposed project. Much of the discussion refers to details being developed later in the design process. The lack of sufficient discussion and details in this section make it difficult to comment effectively. G11-8

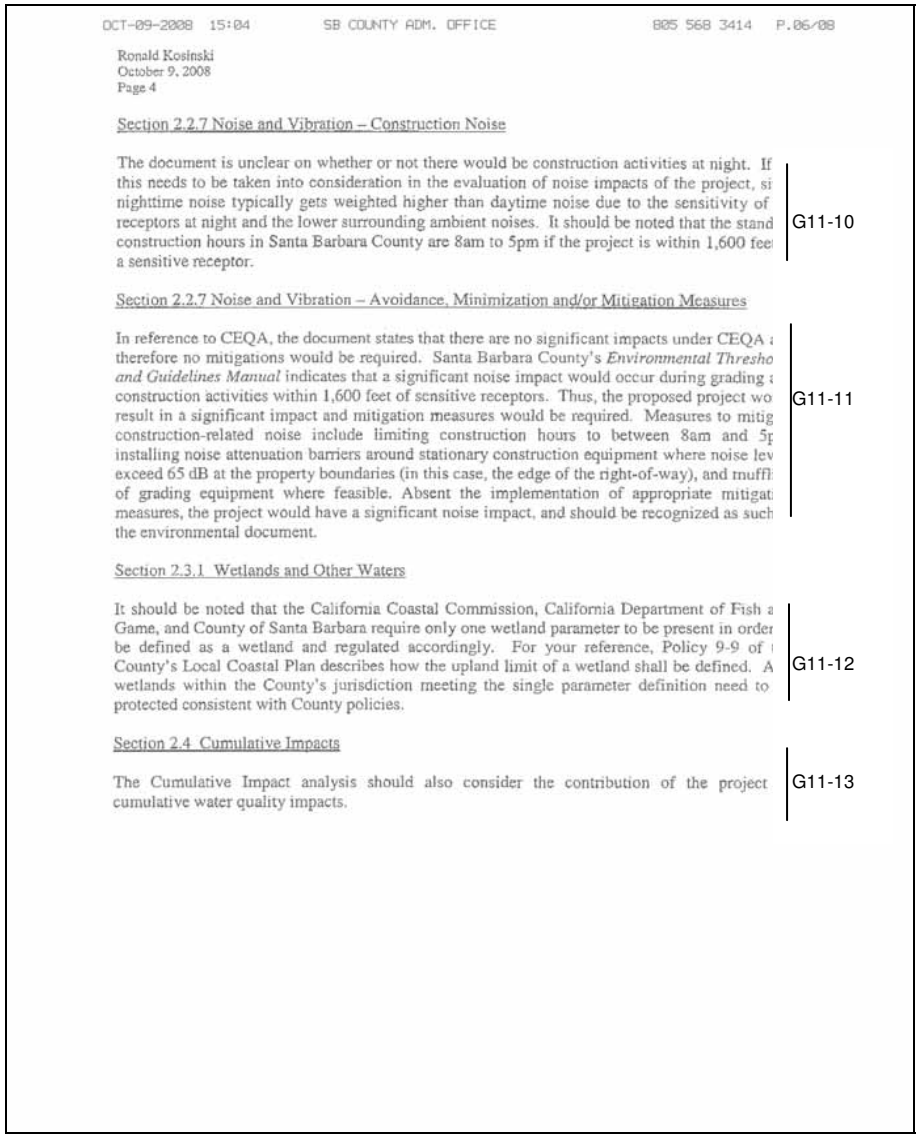
Section 2.2.7 Noise and Vibration – Environmental Consequences

Page 170 of the environmental document refers to the heights of the proposed sound walls as being a minimum of 10 to 12 feet. If these heights are in fact minimums, what would the maximum heights be? Any visual impact analysis should consider potential maximum heights as a reasonable worst case scenario. G11-9

G11-7 The residents voted against sound walls on the north side of the interchange. The sound walls proposed at the U.S. 101/Bailard Avenue Interchange will not be constructed therefore no views will be blocked or impaired. See G11-6.

G11-8 As discussed in Section 2.2.2 of the IS/EA, storm water discharge will be mitigated through implementation of Best Management Practices (BMPs) broken down into four categories: pollution prevention, treatment, construction, and maintenance. Storm water control for the project will follow Caltrans' Storm Water program requirements, which are regulated by the State Water Resources Control Board. Selection and design of permanent storm water pollution control measures will be refined during final design.

G11-9 The Noise Study Report completed for the proposed project identified three locations that were eligible for sound walls. The communities north of the Bailard Avenue interchange and the community of La Conchita voted against soundwall construction in front of their communities. Therefore, no visual impacts are anticipated from soundwalls to the communities in Carpinteria or La Conchita.



OCT-09-2008 15:04 SB COUNTY ADM. OFFICE 805 568 3414 P.06/08

Ronald Kosinski
October 9, 2008
Page 4

Section 2.2.7 Noise and Vibration – Construction Noise

The document is unclear on whether or not there would be construction activities at night. If this needs to be taken into consideration in the evaluation of noise impacts of the project, si nighttime noise typically gets weighted higher than daytime noise due to the sensitivity of receptors at night and the lower surrounding ambient noises. It should be noted that the stand construction hours in Santa Barbara County are 8am to 5pm if the project is within 1,600 fee a sensitive receptor. G11-10

Section 2.2.7 Noise and Vibration – Avoidance, Minimization and/or Mitigation Measures

In reference to CEQA, the document states that there are no significant impacts under CEQA a therefore no mitigations would be required. Santa Barbara County's *Environmental Thresho and Guidelines Manual* indicates that a significant noise impact would occur during grading a construction activities within 1,600 feet of sensitive receptors. Thus, the proposed project wo result in a significant impact and mitigation measures would be required. Measures to mitig construction-related noise include limiting construction hours to between 8am and 5p installing noise attenuation barriers around stationary construction equipment where noise lev exceed 65 dB at the property boundaries (in this case, the edge of the right-of-way), and muffl of grading equipment where feasible. Absent the implementation of appropriate mitigat measures, the project would have a significant noise impact, and should be recognized as such the environmental document. G11-11

Section 2.3.1 Wetlands and Other Waters

It should be noted that the California Coastal Commission, California Department of Fish a Game, and County of Santa Barbara require only one wetland parameter to be present in order be defined as a wetland and regulated accordingly. For your reference, Policy 9-9 of t County's Local Coastal Plan describes how the upland limit of a wetland shall be defined. A wetlands within the County's jurisdiction meeting the single parameter definition need to protected consistent with County policies. G11-12

Section 2.4 Cumulative Impacts

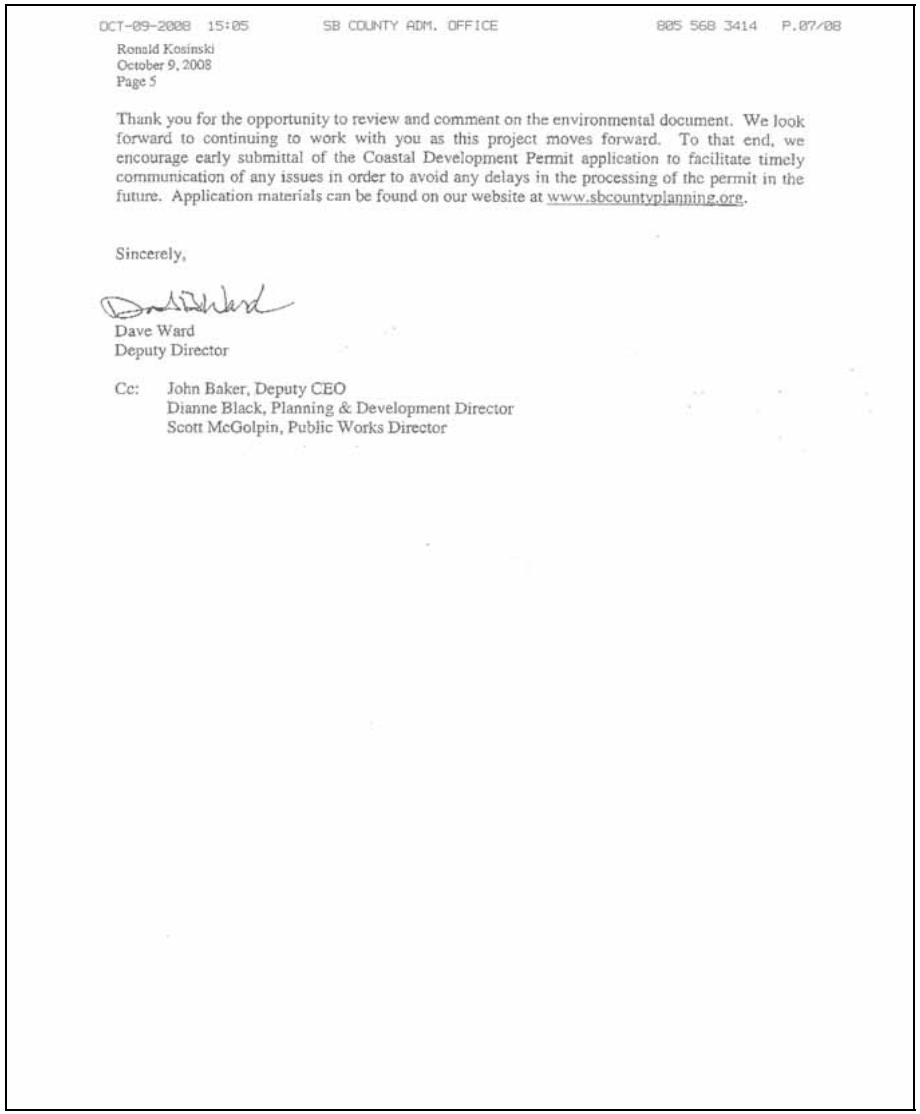
The Cumulative Impact analysis should also consider the contribution of the project cumulative water quality impacts. G11-13

G11-10 Construction is not expected to occur at night. Most of the work would be on the highway and work extending beyond normal work hours would be coordinated in advance with the County of Santa Barbara.

G11-11 No adverse impacts from construction are anticipated because construction would be conducted in accordance with the Department's standard Specifications and would be short-term, intermittent, and dominated by local traffic noise. In addition measures that would minimize temporary construction noise impacts were proposed in the IS/EA section 2.2.7 Noise and Vibration, under Construction Noise and Operational Abatement Measures which would require the Contractor to comply with local ordinances regulating noise levels.

G11-12 A Natural Environment Study was prepared for the proposed project in November 2007. The entire project site was surveyed for jurisdictional status of wetlands in relation to the Clean Water Act and Department of Fish and Game Code. The project Biological Study Area was determined based on the limits of disturbance required for construction activities and species dispersal and distribution patterns.

Six culvert extensions associated with the Full Build Alternative will have both permanent and temporary impacts to jurisdictional waters of the United States, Army Corp Of Engineers and California Department of Fish and Game and the California Coastal Commission. All six of these culverts are located in Ventura County. The Minimum Build Alternative has been identified as the Preferred Alternative. This alternative will avoid impacts to these six culvert locations. No impacts to jurisdictional waters of the U.S. Army Corps of Engineers, California Fish and Game or the Coastal Commission are anticipated.



OCT-09-2008 15:05 SB COUNTY ADM. OFFICE 805 568 3414 P.07/08

Ronald Kosinski
October 9, 2008
Page 5

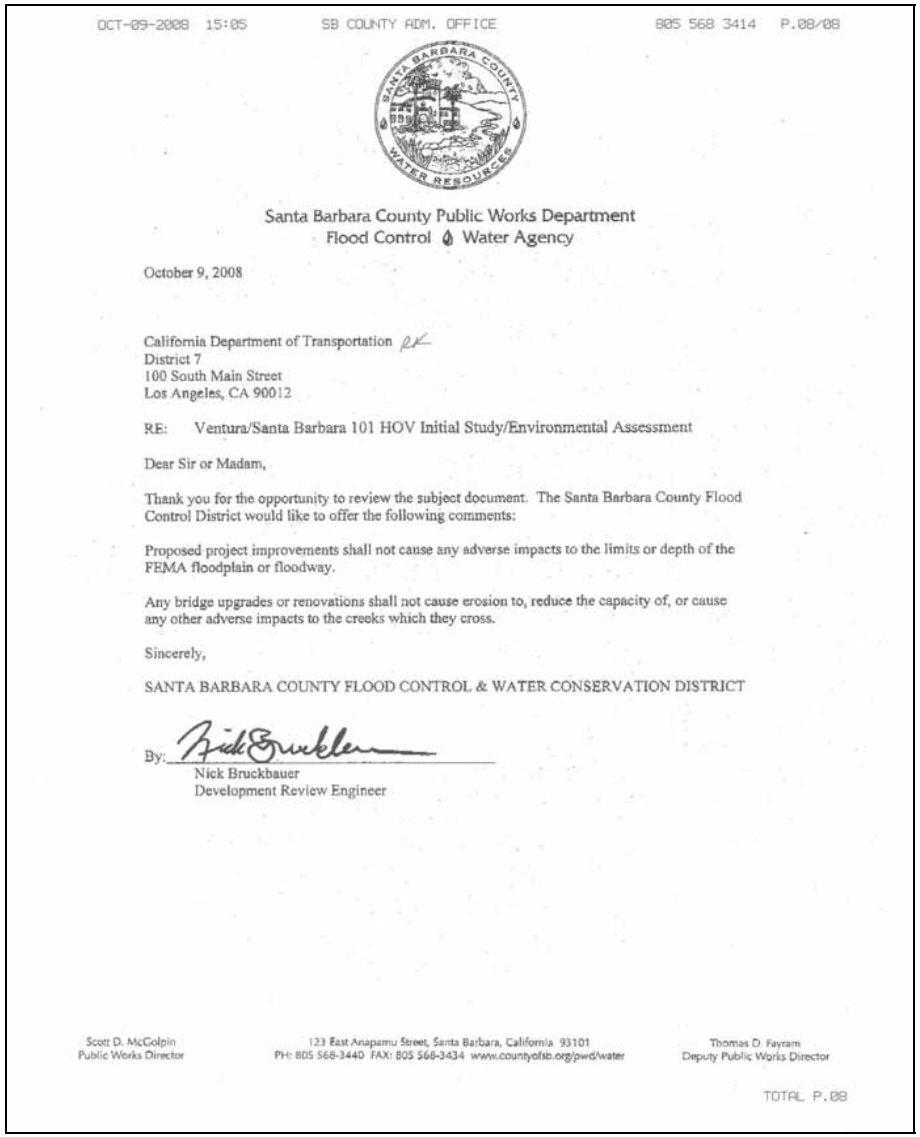
Thank you for the opportunity to review and comment on the environmental document. We look forward to continuing to work with you as this project moves forward. To that end, we encourage early submittal of the Coastal Development Permit application to facilitate timely communication of any issues in order to avoid any delays in the processing of the permit in the future. Application materials can be found on our website at www.sbcountyplanning.org.

Sincerely,

Dave Ward
Deputy Director

Cc: John Baker, Deputy CEO
Dianne Black, Planning & Development Director
Scott McGolpin, Public Works Director

G11-13 Caltrans started the Santa Barbara County Coastal Development Permit application process and will take advantage of an early submittal and look forward to working with you throughout the project development process.



OCT-09-2008 15:05 SB COUNTY ADM. OFFICE 805 568 3414 P.08/08

Santa Barbara County Public Works Department
Flood Control & Water Agency

October 9, 2008

California Department of Transportation
District 7
100 South Main Street
Los Angeles, CA 90012

RE: Ventura/Santa Barbara 101 HOV Initial Study/Environmental Assessment

Dear Sir or Madam,

Thank you for the opportunity to review the subject document. The Santa Barbara County Flood Control District would like to offer the following comments:

Proposed project improvements shall not cause any adverse impacts to the limits or depth of the FEMA floodplain or floodway.

Any bridge upgrades or renovations shall not cause erosion to, reduce the capacity of, or cause any other adverse impacts to the creeks which they cross.

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By: _____
Nick Bruckbauer
Development Review Engineer

Scott D. McGolpin
Public Works Director

123 East Anapamu Street, Santa Barbara, California 93101
PH: 805 568-3440 FAX: 805 568-3434 www.countyofsb.org/pwd/water

Thomas D. Fayram
Deputy Public Works Director

TOTAL P.08

Letter from Nick Bruckbauer, Developmental Review Engineer, Santa Barbara County Public Works Department, Flood Control and Water Agency dated 10/9/08.

G12-1 Thank you for your comments, your review of the document has been included in the record.

STATE OF CALIFORNIA – THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, Governor

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800

received 10/17/08

Sept. 22, 2008

Carlos Montez, Branch Chief
Ventura Area—Division of Environmental Planning (101 HOV)
California Dept. of Transportation (Caltrans), District 7
100 South Main St.
Los Angeles, CA 90012

RE: **Initial Study/Environmental Assessment (IA/EA) for the Ventura-Santa Barbara Highway 101 HOV Lane Project (SCH #2007081071)**

Dear Mr. Montez:

The purpose of this letter is to offer comments on the environmental document for the subject Highway 101 HOV Lane project. As prescribed by the CEQA compliance process, Caltrans has prepared an Initial Study/Environmental Assessment (IS/EA) document for the project, including a Proposed Mitigated Negative Declaration (MND). On September 9, 2008 Lee Otter and Pat Veesart from our staff attended the Caltrans-sponsored project public hearing in Carpinteria. Your staff kindly provided a hardcopy of the August 2008 IS/EA document at the hearing. These comments are directed accordingly.

Major recommendations: 1) postpone adoption of the MND until an alternative consistent with Coastal Act policy direction has been identified and analyzed; 2) develop and evaluate an additional, coastal access-oriented alternative; 3) evaluate enhanced rail service/dedicated bikeway as a potential solution without additional highway lanes; and, 4) evaluate all alternatives in terms of their potential to contribute to, or mitigate, the impacts of atmospheric greenhouse gases (GHGs), consistent the most recent GHG/climate change guidance. This may require a supplemental analysis of each of the "build" alternatives, with respect to energy conservation, projected vehicle miles traveled (VMT), and the potential role of enhanced bikeway and rail transit modes.

G13-1

Additional alternative recommended: jurisdictional context. The subject project will require three different Coastal Development Permits (CDPs): one each from the County of Ventura, the County of Santa Barbara and the City of Carpinteria. Each of these CDP's will be appealable to the California Coastal Commission. The standard of review for each, whether at the local level or on appeal will be the same: the certified Local Coastal Program, together with the public access and recreation policies of the California Coastal Act.

G13-2

Two "build" alternatives, as well as the no-build alternative, are identified in the August 2008 IA/EA document. Should CDPs for either of these be approved by the local governing bodies, they could be appealed to the Coastal Commission. Assuming one or more such appeals, we believe major modifications would be needed before Commission staff could recommend approval of *either* of these project build-alternatives.

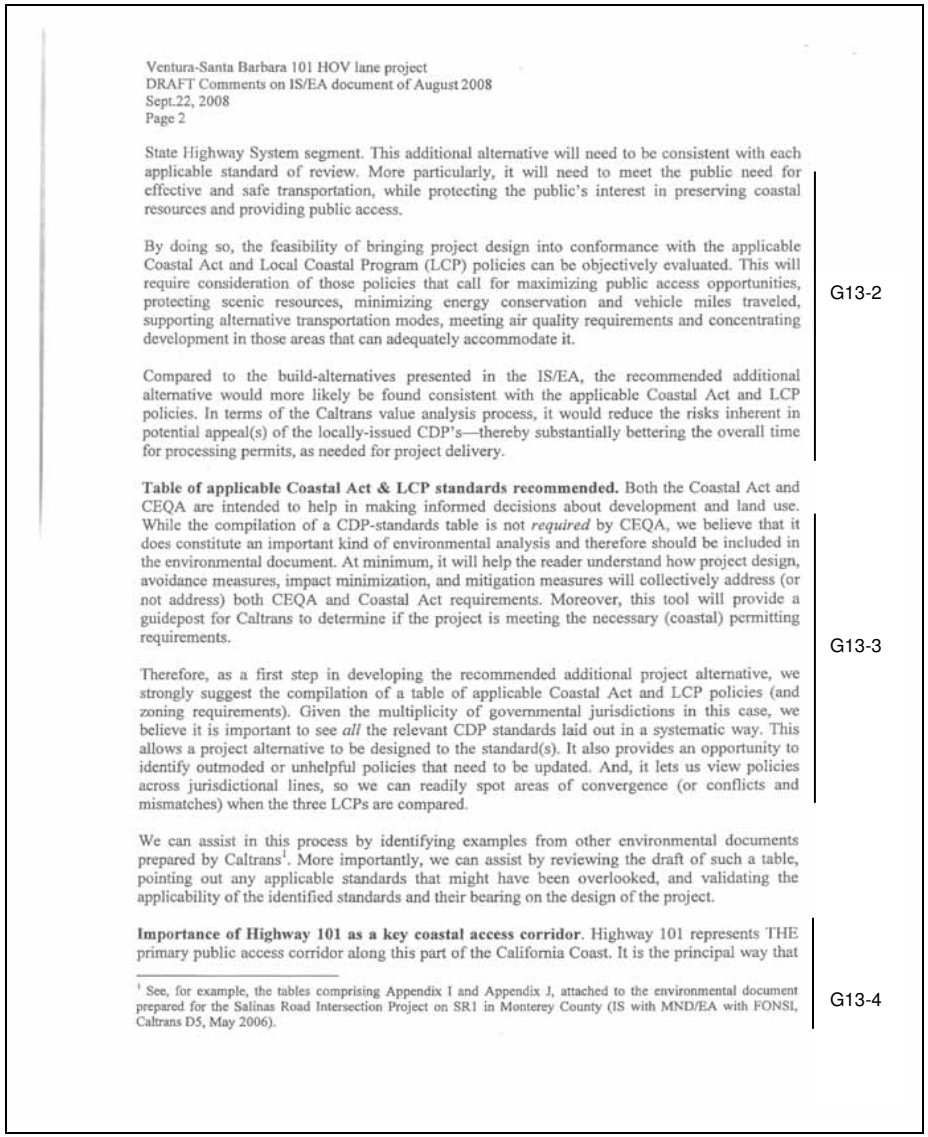
Therefore, in the spirit of constructive collaboration, we ask for development of an additional design alternative that will specifically address the coastal policy issues that are presented by this

Letter from Shana Gray, Coastal Programs Analyst and Lee Otter, Transportation& Public Access Liaison dated 9/22/08.
G13-1

1.Thank you for your comments. The project has been modified to ensure that it is consistent with the Coastal Act Policy and includes a Pedestrian Undercrossing (PUC) and an improved California Coastal Trail (CCT)/bikeway. The PUC would provide safe access to the beach at La Conchita and the CCT/bikeway would be improved to provide a concrete barrier for safe passage through the corridor. A Community Impact Assessment (CIA) was completed for the proposed project and the results of the CIA were summarized in the IS/EA. Both alternatives were analyzed in the CIA for their consistency with California Coastal Act (Coastal Act) policies as well as the Santa Barbara County, Ventura County, and City of Carpinteria Local Coastal Plans (LCP). The analysis determined that the recommended project as modified, is consistent with the Coastal Act's policies and those of the LCPs. Caltrans is looking forward to working with the California Coastal Commission (Coastal Commission) during the final design and permit process to address coastal access refinements.

2. Both build alternatives would satisfy the purpose and need of the proposed project. Beach access would be provided by a PUC. The PUC was approved as part the 2002 La Conchita/Mussel Shoals Highway Access Improvement Project. The PUC would be located within the community of La Conchita and would be constructed with the Ventura/Santa Barbara U.S. 101 HOV Project. The PUC would provide improved beach access locally and regionally. We believe that the recommended project, as modified addresses your concerns.

3. Caltrans, Santa Barbara County Association of Governments (SBCAG), Ventura County Transportation Commission (VCTC), and several other state and local agencies have worked together to develop the "South Coast Highway 101 Deficiency Plan" (2002) and the "101 In Motion Plan" (2006) see IS/EA section 2.1.2 These plans analyzed several options for improving circulation within the U.S. 101 corridor, including widening the highway by adding travel lanes in each direction and the addition of a High Occupancy Vehicle (HOV) lane in each direction. Congestion relief was also analyzed in the VCTC Congestion Management Program (CMP); this plan also recommended adding lanes and implementing a peak-hour HOV lane. The Minimum Build Alternative (Preferred Alternative) with CASA/Modified Option B includes a Class 1 two-directional bikeway on the southbound highway which would replace the existing bikeway, located on the shoulders of U.S. 101 between Bates Road Interchange and Seacliff Avenue Interchange. The Class 1 bikeway would substantially improve the pedestrian and bicycle circulation and safety within the project corridor.



Ventura-Santa Barbara 101 HOV lane project
DRAFT Comments on IS/EA document of August 2008
Sept.22, 2008
Page 2

State Highway System segment. This additional alternative will need to be consistent with each applicable standard of review. More particularly, it will need to meet the public need for effective and safe transportation, while protecting the public's interest in preserving coastal resources and providing public access.

By doing so, the feasibility of bringing project design into conformance with the applicable Coastal Act and Local Coastal Program (LCP) policies can be objectively evaluated. This will require consideration of those policies that call for maximizing public access opportunities, protecting scenic resources, minimizing energy conservation and vehicle miles traveled, supporting alternative transportation modes, meeting air quality requirements and concentrating development in those areas that can adequately accommodate it.

G13-2

Compared to the build-alternatives presented in the IS/EA, the recommended additional alternative would more likely be found consistent with the applicable Coastal Act and LCP policies. In terms of the Caltrans value analysis process, it would reduce the risks inherent in potential appeal(s) of the locally-issued CDP's—thereby substantially bettering the overall time for processing permits, as needed for project delivery.

Table of applicable Coastal Act & LCP standards recommended. Both the Coastal Act and CEQA are intended to help in making informed decisions about development and land use. While the compilation of a CDP-standards table is not *required* by CEQA, we believe that it does constitute an important kind of environmental analysis and therefore should be included in the environmental document. At minimum, it will help the reader understand how project design, avoidance measures, impact minimization, and mitigation measures will collectively address (or not address) both CEQA and Coastal Act requirements. Moreover, this tool will provide a guidepost for Caltrans to determine if the project is meeting the necessary (coastal) permitting requirements.

G13-3

Therefore, as a first step in developing the recommended additional project alternative, we strongly suggest the compilation of a table of applicable Coastal Act and LCP policies (and zoning requirements). Given the multiplicity of governmental jurisdictions in this case, we believe it is important to see *all* the relevant CDP standards laid out in a systematic way. This allows a project alternative to be designed to the standard(s). It also provides an opportunity to identify outmoded or unhelpful policies that need to be updated. And, it lets us view policies across jurisdictional lines, so we can readily spot areas of convergence (or conflicts and mismatches) when the three LCPs are compared.

We can assist in this process by identifying examples from other environmental documents prepared by Caltrans[1]. More importantly, we can assist by reviewing the draft of such a table, pointing out any applicable standards that might have been overlooked, and validating the applicability of the identified standards and their bearing on the design of the project.

Importance of Highway 101 as a key coastal access corridor. Highway 101 represents THE primary public access corridor along this part of the California Coast. It is the principal way that

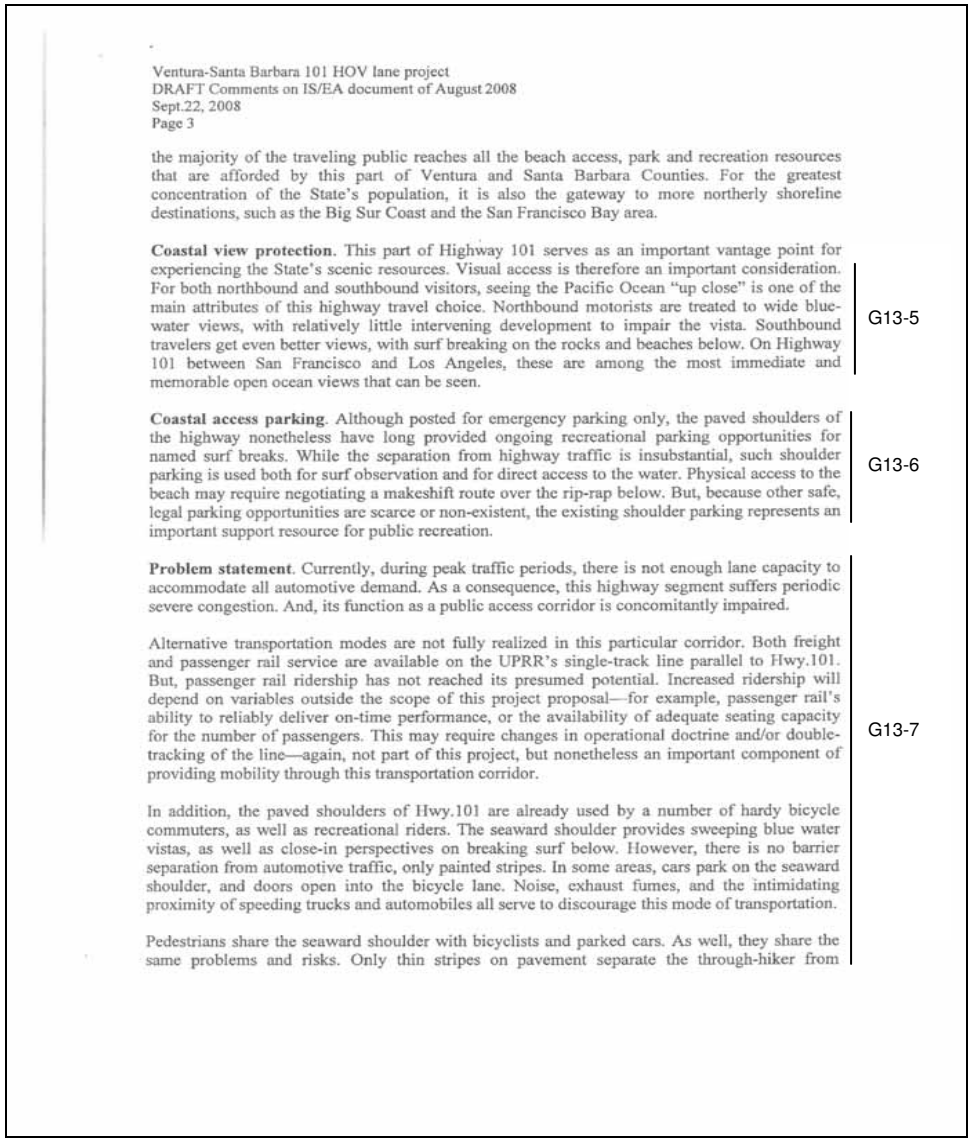
G13-4

[1] See, for example, the tables comprising Appendix I and Appendix J, attached to the environmental document prepared for the Salinas Road Intersection Project on SR1 in Monterey County (IS with MND/EA with FONSI, Caltrans D5, May 2006).

4. California Public Resource Code Section 21907(a) states that "The failure to analyze adequately the effects of greenhouse gas emissions (GHG)otherwise required to be reduced pursuant to regulations adopted by the State Air Resources Board under Division 25.5 (commencing with Section 38500) of the Health and Safety Code in an environmental impact report, negative declaration, mitigated negative declaration, or other document required pursuant to this division for either a transportation project funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code), or a project funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Chapter 1.699 (commencing with Section 5096.800) of Division 5), does not create a cause of action for a violation of this division." The proposed project is funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; therefore, the proposed project would not cause a violation relating to greenhouse gas emissions. The purpose of the project is to improve traffic flow within the corridor, and the project is not expected to result in either an increase in vehicle miles traveled or increased traffic volume in the corridor. Additionally, the air quality management districts for both counties concur with the Caltrans findings that the IS/EA addresses all of their air quality issues; therefore, no supplemental analysis is required. The Minimum Build Alternative, the Preferred Alternative, would not preclude transit improvements and would substantially improve the bicycle facilities within the corridor. The HOV lanes will encourage carpools, vanpools and transit use, which will reduce GHG emissions.

G13-2

Caltrans is currently preparing a Coastal Development Permit (CDP) application for each local jurisdiction and will also coordinate with the Coastal Commission to ensure that the public access and recreational policies of the Coastal Act are followed. Caltrans also recommends close coordination with the Coastal Commission staff during the CDP process. The proposed project is funded by the Corridor Mobility Improvement Account (CMIA) which has strict funding guidelines. The CMIA funding requires milestone commitments to the California Transportation Commission (CTC); if commitments are not met, the project will lose funding and it will be given to another district or agency ready to start construction by 2012. So, it is imperative for Caltrans to meet all commitments to the CTC. As reflected in the IS/EA, both of the proposed build alternatives satisfy the purpose and need of the project and are consistent with the Coastal Act Policy. Improved on- and off- ramps at La Conchita and Mussel Shoals, median closures at La Conchita and Mussel Shoals, and a Class 1 bikeway/CCT would be constructed as part of the proposed project. A PUC would also be constructed concurrently with the project that would provide improved beach access to the public. The alternatives proposed and design options meet the public need for an effective and safe transportation system.



Ventura-Santa Barbara 101 HOV lane project
DRAFT Comments on IS/EA document of August 2008
Sept.22, 2008
Page 3

the majority of the traveling public reaches all the beach access, park and recreation resources that are afforded by this part of Ventura and Santa Barbara Counties. For the greatest concentration of the State's population, it is also the gateway to more northerly shoreline destinations, such as the Big Sur Coast and the San Francisco Bay area.

Coastal view protection. This part of Highway 101 serves as an important vantage point for experiencing the State's scenic resources. Visual access is therefore an important consideration. For both northbound and southbound visitors, seeing the Pacific Ocean "up close" is one of the main attributes of this highway travel choice. Northbound motorists are treated to wide blue-water views, with relatively little intervening development to impair the vista. Southbound travelers get even better views, with surf breaking on the rocks and beaches below. On Highway 101 between San Francisco and Los Angeles, these are among the most immediate and memorable open ocean views that can be seen. G13-5

Coastal access parking. Although posted for emergency parking only, the paved shoulders of the highway nonetheless have long provided ongoing recreational parking opportunities for named surf breaks. While the separation from highway traffic is insubstantial, such shoulder parking is used both for surf observation and for direct access to the water. Physical access to the beach may require negotiating a makeshift route over the rip-rap below. But, because other safe, legal parking opportunities are scarce or non-existent, the existing shoulder parking represents an important support resource for public recreation. G13-6

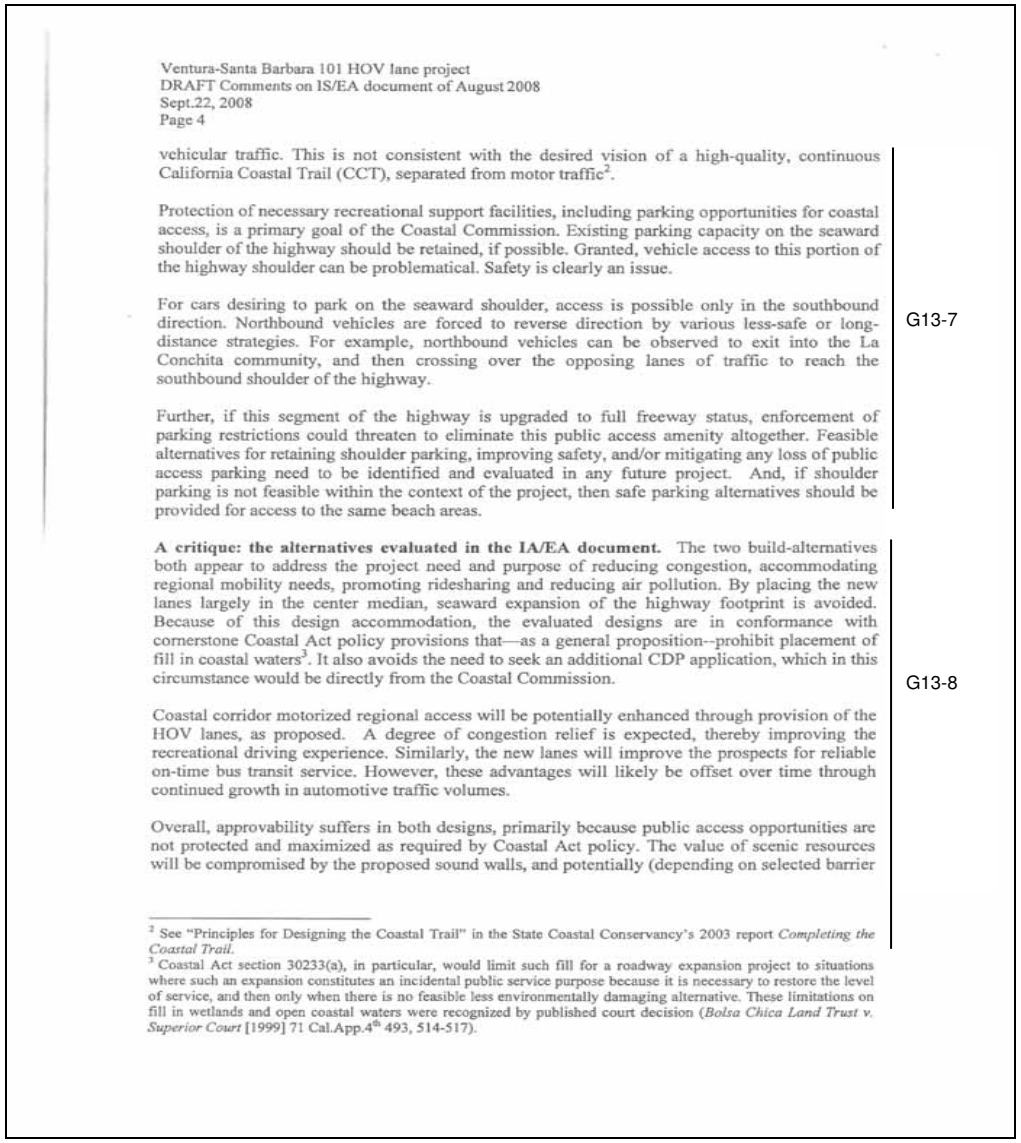
Problem statement. Currently, during peak traffic periods, there is not enough lane capacity to accommodate all automotive demand. As a consequence, this highway segment suffers periodic severe congestion. And, its function as a public access corridor is concomitantly impaired.

Alternative transportation modes are not fully realized in this particular corridor. Both freight and passenger rail service are available on the UPRR's single-track line parallel to Hwy.101. But, passenger rail ridership has not reached its presumed potential. Increased ridership will depend on variables outside the scope of this project proposal—for example, passenger rail's ability to reliably deliver on-time performance, or the availability of adequate seating capacity for the number of passengers. This may require changes in operational doctrine and/or double-tracking of the line—again, not part of this project, but nonetheless an important component of providing mobility through this transportation corridor. G13-7

In addition, the paved shoulders of Hwy.101 are already used by a number of hardy bicycle commuters, as well as recreational riders. The seaward shoulder provides sweeping blue water vistas, as well as close-in perspectives on breaking surf below. However, there is no barrier separation from automotive traffic, only painted stripes. In some areas, cars park on the seaward shoulder, and doors open into the bicycle lane. Noise, exhaust fumes, and the intimidating proximity of speeding trucks and automobiles all serve to discourage this mode of transportation.

Pedestrians share the seaward shoulder with bicyclists and parked cars. As well, they share the same problems and risks. Only thin stripes on pavement separate the through-hiker from

G13-3 See Appendix I Coastal Plan Consistency Matrix
G13-4 The project would relieve congestion along the corridor thereby increasing access to the coast and to northern shorelines**.**
G13-5 Impacts to coastal views were analyzed in the IS/EA, section 2.1.11, Visual and Aesthetics. Soundwalls will only be constructed at Mussel Shoals where the existing oceanfront community blocks the coastal view for travelers and measures, such as median planting and planting of vines on the soundwalls would minimize visual impacts for travelers along the project area.
G13-6 As identified in the IS/EA, the existing bikeways would be removed, but the existing parking conditions would still remain. There would be a minimum 10-foot shoulder between the Bates Road on-ramp and the Mussel Shoals deceleration lane. Caltrans will work with the Coastal Commission and local communities to provide improved parking opportunities in the project area.
G13-7 Caltrans agrees with the Coastal Commission's statement; the purpose of the proposed project is to alleviate the stated problem. The proposed project would accommodate peak-hour traffic demand by adding HOV lanes within the project limits, which would connect to other HOV lane projects north of the proposed project (consistent with the "101 In Motion Plan"). This would improve the overall access to several coastal locations north and south of the project. In addition, a PUC would be built within the community of La Conchita to improve local and regional access to the coastline. The Class I bikeway would provide a concrete barrier separated bikeway/CCT for cyclists and pedestrians with coastal views. Emergency parking conditions on the seaward side would remain the same and an additional beach access would be provided by the proposed PUC. Commuters would still have views of the ocean while traveling in either direction. Median barriers would not impact existing coastal views. Please see IS/EA Figures 2.1-20 and 2.1.24.
G13-8 The Santa Barbara Coastal Land Use Plan, Ventura County LCP, and City of Carpinteria LCP are similar in their inclusion of policies to protect the coast. Implementation of the proposed project would not interfere with these policies. Specifically, permitted development would be cited and designed to protect views to and along the ocean and in scenic coastal areas. In addition, the project complies with Coastal Act policies including development within existing developed areas to avoid urban sprawl, maintenance of and access to coastal areas, and expansion of public works facilities to meet the needs of residents.



Ventura-Santa Barbara 101 HOV lane project
DRAFT Comments on IS/EA document of August 2008
Sept.22, 2008
Page 4

vehicular traffic. This is not consistent with the desired vision of a high-quality, continuous California Coastal Trail (CCT), separated from motor traffic[2].

Protection of necessary recreational support facilities, including parking opportunities for coastal access, is a primary goal of the Coastal Commission. Existing parking capacity on the seaward shoulder of the highway should be retained, if possible. Granted, vehicle access to this portion of the highway shoulder can be problematical. Safety is clearly an issue.

For cars desiring to park on the seaward shoulder, access is possible only in the southbound direction. Northbound vehicles are forced to reverse direction by various less-safe or long-distance strategies. For example, northbound vehicles can be observed to exit into the La Conchita community, and then crossing over the opposing lanes of traffic to reach the southbound shoulder of the highway.

G13-7

Further, if this segment of the highway is upgraded to full freeway status, enforcement of parking restrictions could threaten to eliminate this public access amenity altogether. Feasible alternatives for retaining shoulder parking, improving safety, and/or mitigating any loss of public access parking need to be identified and evaluated in any future project. And, if shoulder parking is not feasible within the context of the project, then safe parking alternatives should be provided for access to the same beach areas.

A critique: the alternatives evaluated in the IA/EA document. The two build-alternatives both appear to address the project need and purpose of reducing congestion, accommodating regional mobility needs, promoting ridesharing and reducing air pollution. By placing the new lanes largely in the center median, seaward expansion of the highway footprint is avoided. Because of this design accommodation, the evaluated designs are in conformance with cornerstone Coastal Act policy provisions that—as a general proposition--prohibit placement of fill in coastal waters[3]. It also avoids the need to seek an additional CDP application, which in this circumstance would be directly from the Coastal Commission.

G13-8

Coastal corridor motorized regional access will be potentially enhanced through provision of the HOV lanes, as proposed. A degree of congestion relief is expected, thereby improving the recreational driving experience. Similarly, the new lanes will improve the prospects for reliable on-time bus transit service. However, these advantages will likely be offset over time through continued growth in automotive traffic volumes.

Overall, approvability suffers in both designs, primarily because public access opportunities are not protected and maximized as required by Coastal Act policy. The value of scenic resources will be compromised by the proposed sound walls, and potentially (depending on selected barrier

[2] See "Principles for Designing the Coastal Trail" in the State Coastal Conservancy's 2003 report *Completing the Coastal Trail*.
[3] Coastal Act section 30233(a), in particular, would limit such fill for a roadway expansion project to situations where such an expansion constitutes an incidental public service purpose because it is necessary to restore the level of service, and then only when there is no feasible less environmentally damaging alternative. These limitations on fill in wetlands and open coastal waters were recognized by published court decision (*Bolsa Chica Land Trust v. Superior Court* [1999] 71 Cal.App.4th 493, 514-517).

The plans also call for protection of agricultural resources and stipulation that roadway improvements shall not adversely impact agricultural lands. Consistent with the Ventura County LCP, which includes a policy to "resolve the access problems from the communities of La Conchita and Mussel Shoals," implementation of the proposed project would improve safety associated with access to these communities. It would be responsive to existing congestion and promote alternatives to single occupancy auto usage. Views from U.S. 101 to the ocean would also be protected within the City of Carpinteria, consistent with the City of Carpinteria LCP. To ensure further compliance with the Santa Barbara Coastal Land Use Plan, Ventura County Coastal Area Plan, and the City of Carpinteria LCP, Caltrans would apply for coastal development permits from Santa Barbara County, Ventura County, and the City of Carpinteria. No additional regional impacts are anticipated, no community-level impacts are projected to occur.

G13-9 Caltrans, VCTC, and SBCAG have examined many different methods to best meet the transportation needs of the U.S. 101 corridor. The proposed project is an important part of interregional efforts to improve the U.S. 101 highway system. In addition to the proposed project, several other projects are either under construction or in the planning process. Each of these projects is integral to the success of the region's transportation system. Caltrans, VCTC and SBCAG, in consultation with all commenting agencies and individuals have determined that the Minimum Build Alternative (Preferred Alternative) as modified satisfies the purpose and need of the proposed project and would meet the transportation needs of the Ventura-Santa Barbara U.S. 101 corridor.

G13-10 Caltrans believes that the Minimum Build Alternative as modified and PUC (the Preferred Alternative) is very similar to the Coastal Access and Safety Alternative (CASA). This alternative would reduce congestion, improve safety, maintain existing parking capacity, and provide non-automotive access within the project limits. Caltrans alternative also preserves visual access to the ocean by widening in the highway median and providing physical access to the ocean by construction of the PUC.

type), by placement of safety barriers in the median. Beach access parking opportunities on the highway shoulder will be lost, assuming the enforcement that is characteristic of freeways.

A dedicated Class I bikeway is proposed, thereby increasing the probability that some commuters will select a non-automotive transportation mode. However, it is shown with an alignment along the *inland* side of the highway. It lacks the appeal of an oceanside ride. Furthermore, the intervening freeway will prevent bicyclists from directly accessing the sandy shoreline from the bikeway. And, prevailing winds from the sea will tend to blow highway fumes *towards* the bicyclists' side of the highway. This, combined with the infrequency of highway undercrossings, will mean that this bikeway will be of interest mainly to the dedicated bicycling commuter, not the recreational user.

The proposed Highway 101 safety improvements include closure of the median. The purpose is to prevent accidents resulting from cross-over traffic making left turns to enter or exit the La Conchita and Mussel Shoals communities. The route would then more closely resemble a full freeway configuration. Traffic standards generally mean that shoulder parking is prohibited along freeways. If enforced, this will result in an unacceptable loss of coastal access parking capacity along the seaward shoulder of the highway. G13-8

Also: if the median is closed at La Conchita and Mussel Shoals, as proposed, left-turn accidents will be curtailed—but long drives to the grade-separated interchanges at Rincon or Sea Cliff (a separation of about 5.1 miles) will be required to change direction. This will increase miles traveled and energy consumption by both community members and the visiting public—obviating (to some extent) the energy savings that the addition of HOV lanes would provide through car-pooling and improved transit service times.

In the same vein, the IS/EA does not contain enough information about either existing conditions or the proposed build alternatives to determine whether or not there will be a net benefit with respect to energy conservation and air quality issues. Will the proposed HOV lanes help to minimize per capita energy use? Will the total vehicle miles traveled (VMT) increase, or not? Will there be improved compliance with air quality standards? How will the project address or offset the issue of greenhouse gas (GHG) accumulation in the atmosphere?

These questions are partially addressed in the IS/EA document. However, there is not enough information to determine that the identified alternatives represent the best way to meet transportation needs in the Ventura-Santa Barbara corridor. G13-9

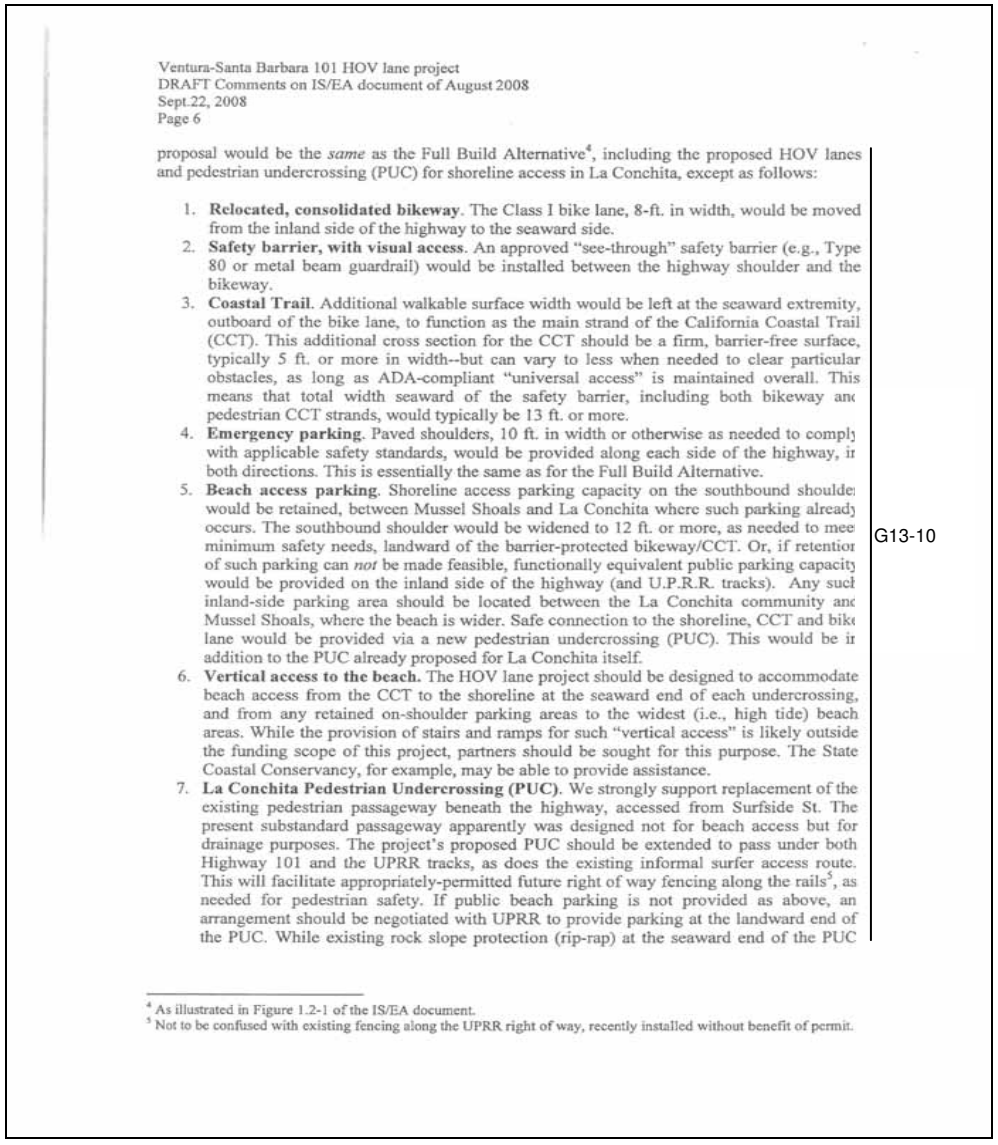
A proposal: the Coastal Access and Safety Alternative (CASA). An alternative approach that helps reduce congestion, improves safety, maintains parking capacity, and provides for non-automotive access modes, while maximizing visual and physical access to the sea, appears feasible.

We recommend that such a "Coastal Access and Safety Alternative" be described and evaluated along with the present two Build Alternatives. The primary characteristics of this "CASA" G13-10

California legislature through the CTC funds the CMIA. CMIA projects must start construction in 2012. Because project cost and delivery dates are important elements of project evaluation and selection for the CMIA program, the CTC actively monitors project development and periodically reevaluates project cost and delivery dates. If the CTC finds that, as a result of cost increases or schedule delay, a project is either no longer fundable or no longer competitive in terms of cost effectiveness, the CTC may delete the project from the CMIA program.

The Minimum Build Alternative as modified is Caltrans Preferred Alternative. The Full Build Alternative would require right of way from adjacent land owners and the Union Pacific Railroad. Acquisition of additional right of way from the railroad is not within the Caltrans allotted schedule for the proposed project. Caltrans is looking forward to working with the Coastal Commission staff throughout the project's design and permit phase to address any remaining concerns regarding coastal access and scenic views.

1. Several bicycle/pedestrian design options were studied during the project development process. Specifically, the Coastal Commission recommended a Class 1 bikeway/pedestrian path on the seaward (west) side of the highway. Several options for this design were studied. One option included a bikeway/pedestrian path along the outside edge of the southbound shoulder and the other included placing the emergency parking along the outside edge of the southbound shoulder. Both of these options would require a concrete barrier (k-rail) for the Class 1 Bikeway/Pedestrian path either separating the Class 1 Bike/Pedestrian path from live traffic or the parked cars. After internal consultation with Caltrans engineers responsible for maintaining State design standards, modifications have been made that will allow construction of the Class I bikeway on the seaward side of the U.S. 101 in the project area. See IS/EA section 1.2 4 under Design Options for more information.



Ventura-Santa Barbara 101 HOV lane project
DRAFT Comments on IS/EA document of August 2008
Sept.22, 2008
Page 6

proposal would be the *same* as the Full Build Alternative[4], including the proposed HOV lanes and pedestrian undercrossing (PUC) for shoreline access in La Conchita, except as follows:

1. **Relocated, consolidated bikeway**. The Class I bike lane, 8-ft. in width, would be moved from the inland side of the highway to the seaward side.
2. **Safety barrier, with visual access**. An approved "see-through" safety barrier (e.g., Type 80 or metal beam guardrail) would be installed between the highway shoulder and the bikeway.
3. **Coastal Trail**. Additional walkable surface width would be left at the seaward extremity, outboard of the bike lane, to function as the main strand of the California Coastal Trail (CCT). This additional cross section for the CCT should be a firm, barrier-free surface, typically 5 ft. or more in width--but can vary to less when needed to clear particular obstacles, as long as ADA-compliant "universal access" is maintained overall. This means that total width seaward of the safety barrier, including both bikeway and pedestrian CCT strands, would typically be 13 ft. or more.
4. **Emergency parking**. Paved shoulders, 10 ft. in width or otherwise as needed to comply with applicable safety standards, would be provided along each side of the highway, in both directions. This is essentially the same as for the Full Build Alternative.
5. **Beach access parking**. Shoreline access parking capacity on the southbound shoulder would be retained, between Mussel Shoals and La Conchita where such parking already occurs. The southbound shoulder would be widened to 12 ft. or more, as needed to meet minimum safety needs, landward of the barrier-protected bikeway/CCT. Or, if retention of such parking can *not* be made feasible, functionally equivalent public parking capacity would be provided on the inland side of the highway (and U.P.R.R. tracks). Any such inland-side parking area should be located between the La Conchita community and Mussel Shoals, where the beach is wider. Safe connection to the shoreline, CCT and bike lane would be provided via a new pedestrian undercrossing (PUC). This would be in addition to the PUC already proposed for La Conchita itself.
6. **Vertical access to the beach.** The HOV lane project should be designed to accommodate beach access from the CCT to the shoreline at the seaward end of each undercrossing, and from any retained on-shoulder parking areas to the widest (i.e., high tide) beach areas. While the provision of stairs and ramps for such "vertical access" is likely outside the funding scope of this project, partners should be sought for this purpose. The State Coastal Conservancy, for example, may be able to provide assistance.
7. **La Conchita Pedestrian Undercrossing (PUC)**. We strongly support replacement of the existing pedestrian passageway beneath the highway, accessed from Surfside St. The present substandard passageway apparently was designed not for beach access but for drainage purposes. The project's proposed PUC should be extended to pass under both Highway 101 and the UPRR tracks, as does the existing informal surfer access route. This will facilitate appropriately-permitted future right of way fencing along the rails[5], as needed for pedestrian safety. If public beach parking is not provided as above, an arrangement should be negotiated with UPRR to provide parking at the landward end of the PUC. While existing rock slope protection (rip-rap) at the seaward end of the PUC

G13-10

[4] As illustrated in Figure 1.2-1 of the IS/EA document.
[5] Not to be confused with existing fencing along the UPRR right of way, recently installed without benefit of permit.

2. The VIA analyzed impacts of the proposed concrete barrier. As illustrated in Figure 2.1-18 through Figure 2.1-24, scenic views for motorists would not be impaired. Motorists traveling northbound would still be able to enjoy views of the ocean. The recommended project, as modified, will not reduce ocean views.
3. There is not enough right-of-way within the highway corridor to implement the CCT as proposed; however, Caltrans is looking into a modified version within the space available.
4. Caltrans will provide a minimum 10-foot outside shoulders for emergency parking with the exception of the acceleration and deceleration lanes to and from Mussel Shoals and La Conchita.
5. The proposed project would not change the existing parking status. Parking and beach access is available near Mobil Pier Undercrossing, Mussel Shoals, and Rincon Beach, County Park. An additional PUC for beach access is outside of the scope of this project. Caltrans will work with the Coastal Commission staff on the identification of locations for additional parking opportunities, as a separate follow-up activity. Caltrans will also assist the Coastal Commission staff in pursuing grants for funding parking in the study area.
6. The PUC will be ADA compliant at both ends.
7. Because Surfside Street is a county road; Ventura County and the Coastal Commission would be responsible for negotiation of parking with the UPRR along Surfside Street.
8. Extending Surfside Street to Old Pacific Coast Highway and connecting the Communities of Mussel Shoals and La Conchita with an undercrossing was analyzed in the 2002 La Conchita/Mussel Shoals Access Improvement Project as Alternative 4. The extension of Surfside Street to Old Pacific Coast Highway would impact several acres of jurisdictional wetlands and the undercrossing would impact an archaeological site. The undercrossing also had constructability issues due to high ground water levels which would increase construction costs. Also, this alternative would not be consistent with the Coastal Act.
9. The VIA conducted for the project analyzed impacts of the proposed concrete barrier. As illustrated in the Figure 2.1-18, 20,22 and 24, scenic views for motorists would not be impaired. Motorists traveling northbound would still be able to enjoy views of the ocean. Soundwalls were proposed in three locations: along the east side of the community of Mussel Shoals, the west side of La Conchita, and east side of the U.S. 101/Bailard Avenue Interchange. The soundwalls proposed at Bailard Avenue and in La Conchita were removed from the project due to lack of support from the affected communities.

may be reconfigured to accommodate the new construction, the overall design should have no net increased "footprint" on the beach.

8. **Median crossing safety—Surfside St. extension.** The median openings at Mussel Shoals and La Conchita should be replaced with a safe community access facility that allows both northbound and southbound access from Highway 101. This could potentially be achieved by extending Surfside St. southwards, connecting beneath the UPRR line and the highway to Old PCH, at the widest part of Mussel Shoals. This would allow all southbound motorists to access the highway at Mussel Shoals via the existing at-grade connection. All northbound motorists would enter the highway via the existing connection at Santa Barbara Ave. in La Conchita. With this "couplet" arrangement, the inverse circulation pattern would be true for motorists *exiting* the highway. The present risky left-turn movements across opposing highway traffic can then be eliminated, without long detours to find grade-separated interchanges north and south of these communities.
9. **Highway visual access—median barriers & soundwalls**. The proposed median barriers between the northbound and southbound highway directions should be designed to protect, insofar as feasible, existing views of the sea enjoyed by the motoring public. As an alternative to solid barriers, "see-through" barrier types (e.g., Type 80 or metal beam guardrail) should be considered. (Not an issue, of course, where the superelevation of the northbound direction is such that views will be obtained *over* the median barrier, or where ocean views are already obscured by residences or other development.) A range of additional median barrier types have been approved for use in California. Similarly, soundwalls that degrade or block scenic ocean views should be avoided.
10. **Non-motorized access north of Rincon**. North of Rincon Point Road, partners should be sought to extend a "universal access" CCT link northwards to the existing trailhead parking area at the seaward end of Bailard Ave. in Carpinteria. This lateral accessway should be well-separated from highway traffic, as close to the sea as is feasible without natural resource damage, and designed to accommodate bicycles. Existing "volunteer" paths parallel to the UPRR right of way, and in existing areas proposed for future resort development, suggest appropriate alignment (subject to future CDP considerations). In addition to the State Coastal Conservancy, potential partners may include SBCAG, State Parks, and the City of Carpinteria.
11. **Non-motorized access at south end of project.** Under this proposed alternative, northbound cyclists will need to exit the Highway 101 shoulder, and cross under the highway to continue on the proposed upgraded, barrier-protected bikeway along the seaward side of the roadway. The existing Mobil Pier Road underpass at the south end of the project appears well-suited to this purpose. Depending on the alignment of the bicycle off-ramps and on-ramp connections, existing non-highway ownerships, and existing public access rights, it may be necessary to modify existing Caltrans encroachment permits and/or right of way configuration to accommodate this use.
12. **Future rail line improvements.** Coastal Act policies direct that seaward expansion of highway fill be avoided. To gain enough room for either the CASA or Full Build Alternative, this may necessitate some minor landward encroachment into the UPRR right of way. And, while adjustments to the actual rail alignment are not currently contemplated, such option should at least be available if needed to achieve an approvable project. Any such encroachments or realignment should NOT preclude future necessary railway safety or service improvements. For example, double tracking the rail line could

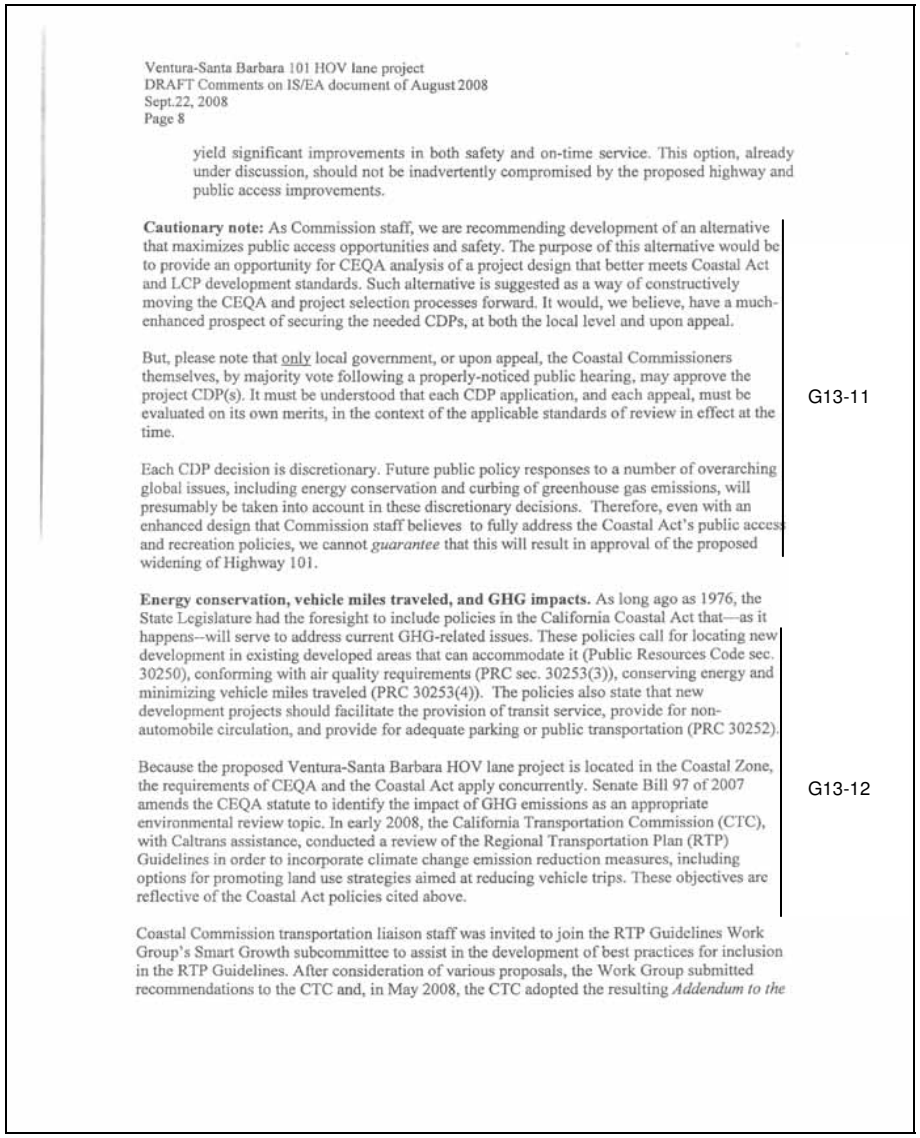
G13-10

Therefore, soundwalls would only be constructed in Mussel Shoals and would not block views of the ocean. Currently, the community of Mussel Shoals blocks motorist views of the ocean traveling southbound; therefore no additional impacts are expected to result from the proposed sound walls. Please see Figure 2.1-32 of the IS/EA, which illustrate views of the proposed Mussel Shoals soundwalls. As noted the 32" high concrete barrier proposed has been previously approved by the Coastal Commission at other locations, including Santa Barbara.

10. This is outside of the official scope of the proposed project, but Caltrans would assist the Coastal Commission in exploring funding sources to develop another project to provide coastal access through the highway corridor. We believe there is a potential for a connection at Rincon Point Road that could be accommodated within our right-of-way, but a separate pedestrian bridge would be advisable over the UPRR.

11. The recommended project has been modified to accommodate this access.

12. At this time the project does not include widening to the west. The majority of the widening would be within the existing highway median. Some widening would take place on the east side of the highway within Caltrans right of way. Expansion of the rail line is outside of the scope of the proposed project.



Ventura-Santa Barbara 101 HOV lane project
DRAFT Comments on IS/EA document of August 2008
Sept.22, 2008
Page 8

yield significant improvements in both safety and on-time service. This option, already under discussion, should not be inadvertently compromised by the proposed highway and public access improvements.

Cautionary note: As Commission staff, we are recommending development of an alternative that maximizes public access opportunities and safety. The purpose of this alternative would be to provide an opportunity for CEQA analysis of a project design that better meets Coastal Act and LCP development standards. Such alternative is suggested as a way of constructively moving the CEQA and project selection processes forward. It would, we believe, have a much-enhanced prospect of securing the needed CDPs, at both the local level and upon appeal.

But, please note that only local government, or upon appeal, the Coastal Commissioners themselves, by majority vote following a properly-noticed public hearing, may approve the project CDP(s). It must be understood that each CDP application, and each appeal, must be evaluated on its own merits, in the context of the applicable standards of review in effect at the time. G13-11

Each CDP decision is discretionary. Future public policy responses to a number of overarching global issues, including energy conservation and curbing of greenhouse gas emissions, will presumably be taken into account in these discretionary decisions. Therefore, even with an enhanced design that Commission staff believes to fully address the Coastal Act's public access and recreation policies, we cannot *guarantee* that this will result in approval of the proposed widening of Highway 101.

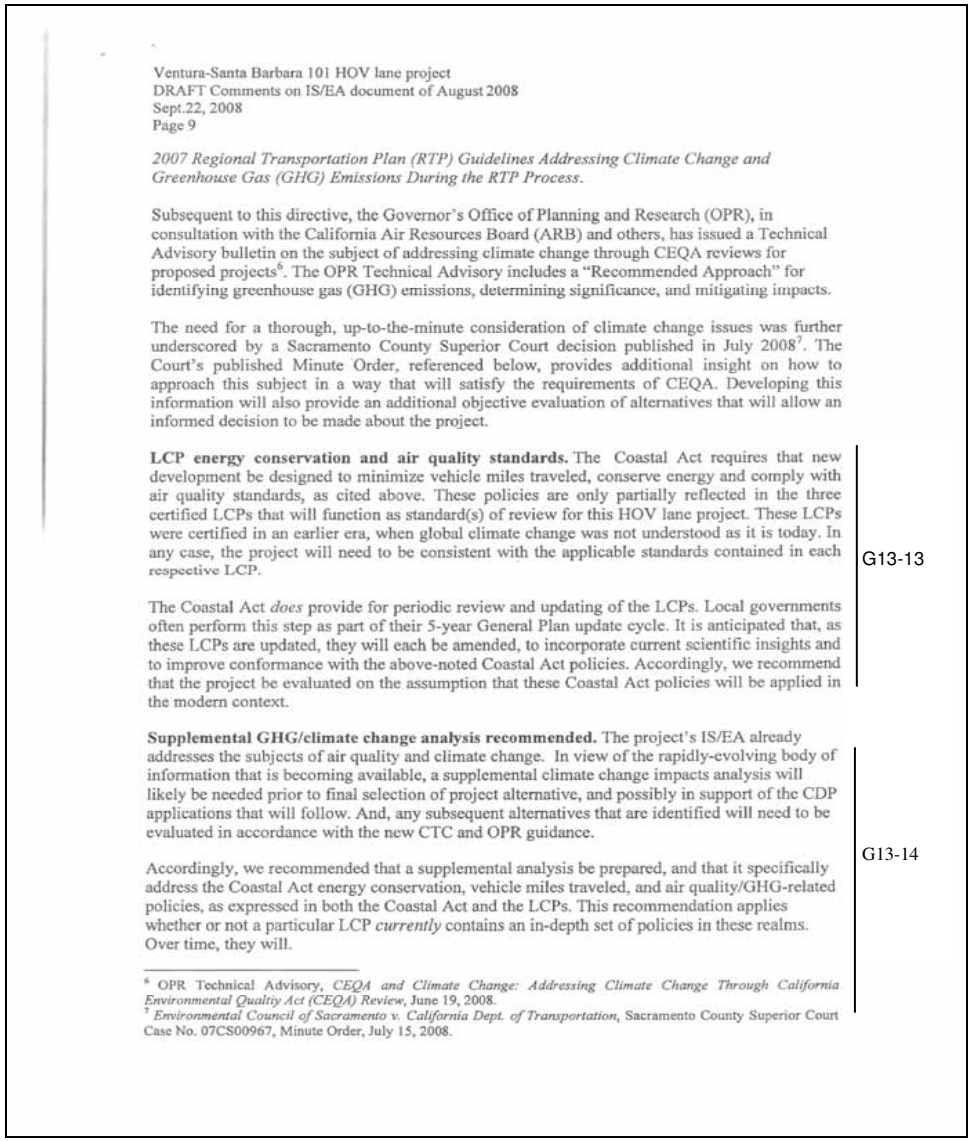
Energy conservation, vehicle miles traveled, and GHG impacts. As long ago as 1976, the State Legislature had the foresight to include policies in the California Coastal Act that—as it happens--will serve to address current GHG-related issues. These policies call for locating new development in existing developed areas that can accommodate it (Public Resources Code sec. 30250), conforming with air quality requirements (PRC sec. 30253(3)), conserving energy and minimizing vehicle miles traveled (PRC 30253(4)). The policies also state that new development projects should facilitate the provision of transit service, provide for non-automobile circulation, and provide for adequate parking or public transportation (PRC 30252).

Because the proposed Ventura-Santa Barbara HOV lane project is located in the Coastal Zone, the requirements of CEQA and the Coastal Act apply concurrently. Senate Bill 97 of 2007 amends the CEQA statute to identify the impact of GHG emissions as an appropriate environmental review topic. In early 2008, the California Transportation Commission (CTC), with Caltrans assistance, conducted a review of the Regional Transportation Plan (RTP) Guidelines in order to incorporate climate change emission reduction measures, including options for promoting land use strategies aimed at reducing vehicle trips. These objectives are reflective of the Coastal Act policies cited above. G13-12

Coastal Commission transportation liaison staff was invited to join the RTP Guidelines Work Group's Smart Growth subcommittee to assist in the development of best practices for inclusion in the RTP Guidelines. After consideration of various proposals, the Work Group submitted recommendations to the CTC and, in May 2008, the CTC adopted the resulting *Addendum to the*

G13-11 The project as modified is consistent with the Coastal Act, the Santa Barbara Coastal Land Use Plan, Ventura County LCP, and City of Carpinteria LCP. All plans are similar in their inclusion of policies to protect the coast. Implementation of the proposed project would not interfere with these policies. Specifically, permitted development would be cited and designed to protect views to and along the ocean and in scenic coastal areas. In addition, the project complies with Coastal Act policies including development within existing developed areas to avoid urban sprawl, maintenance of and access to coastal areas, and expansion of public works facilities to meet the needs of residents. The plans also call for protection of agricultural resources and stipulate that roadway improvements shall not adversely impact agricultural lands. Consistent with the Ventura County LCP, which includes a policy to "resolve the access problems from the communities of La Conchita and Mussel Shoals," implementation of the proposed project would improve safety associated with access to these communities. Views from U.S. 101 to the ocean would also be protected within the City of Carpinteria, consistent with the City of Carpinteria LCP. To ensure further compliance with the Santa Barbara Coastal Land Use Plan, Ventura County LCP, and the City of Carpinteria LCP, Caltrans would apply for coastal development permits from Santa Barbara County, Ventura County, and the City of Carpinteria. No additional regional impacts are anticipated, no community-level impacts are projected to occur.

G13-12
The proposed project would not constitute new development. The proposed project would upgrade a deficient highway facility. The purpose of the proposed project is to promote carpools, vanpools and transit use which will reduce vehicle miles traveled and reduce the amount of vehicles on the road. This would, in turn, conserve energy. See IS/EA section 2.1.10 Traffic/Transportation /Pedestrian Bicycle Facilities.



Ventura-Santa Barbara 101 HOV lane project
DRAFT Comments on IS/EA document of August 2008
Sept.22, 2008
Page 9

2007 Regional Transportation Plan (RTP) Guidelines Addressing Climate Change and Greenhouse Gas (GHG) Emissions During the RTP Process.

Subsequent to this directive, the Governor's Office of Planning and Research (OPR), in consultation with the California Air Resources Board (ARB) and others, has issued a Technical Advisory bulletin on the subject of addressing climate change through CEQA reviews for proposed projects[6]. The OPR Technical Advisory includes a "Recommended Approach" for identifying greenhouse gas (GHG) emissions, determining significance, and mitigating impacts.

The need for a thorough, up-to-the-minute consideration of climate change issues was further underscored by a Sacramento County Superior Court decision published in July 2008[7]. The Court's published Minute Order, referenced below, provides additional insight on how to approach this subject in a way that will satisfy the requirements of CEQA. Developing this information will also provide an additional objective evaluation of alternatives that will allow an informed decision to be made about the project.

LCP energy conservation and air quality standards. The Coastal Act requires that new development be designed to minimize vehicle miles traveled, conserve energy and comply with air quality standards, as cited above. These policies are only partially reflected in the three certified LCPs that will function as standard(s) of review for this HOV lane project. These LCPs were certified in an earlier era, when global climate change was not understood as it is today. In any case, the project will need to be consistent with the applicable standards contained in each respective LCP.

G13-13

The Coastal Act *does* provide for periodic review and updating of the LCPs. Local governments often perform this step as part of their 5-year General Plan update cycle. It is anticipated that, as these LCPs are updated, they will each be amended, to incorporate current scientific insights and to improve conformance with the above-noted Coastal Act policies. Accordingly, we recommend that the project be evaluated on the assumption that these Coastal Act policies will be applied in the modern context.

Supplemental GHG/climate change analysis recommended. The project's IS/EA already addresses the subjects of air quality and climate change. In view of the rapidly-evolving body of information that is becoming available, a supplemental climate change impacts analysis will likely be needed prior to final selection of project alternative, and possibly in support of the CDP applications that will follow. And, any subsequent alternatives that are identified will need to be evaluated in accordance with the new CTC and OPR guidance.

G13-14

Accordingly, we recommended that a supplemental analysis be prepared, and that it specifically address the Coastal Act energy conservation, vehicle miles traveled, and air quality/GHG-related policies, as expressed in both the Coastal Act and the LCPs. This recommendation applies whether or not a particular LCP *currently* contains an in-depth set of policies in these realms. Over time, they will.

[6] OPR Technical Advisory, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, June 19, 2008.
[7] *Environmental Council of Sacramento v. California Dept. of Transportation*, Sacramento County Superior Court Case No. 07CS00967, Minute Order, July 15, 2008.

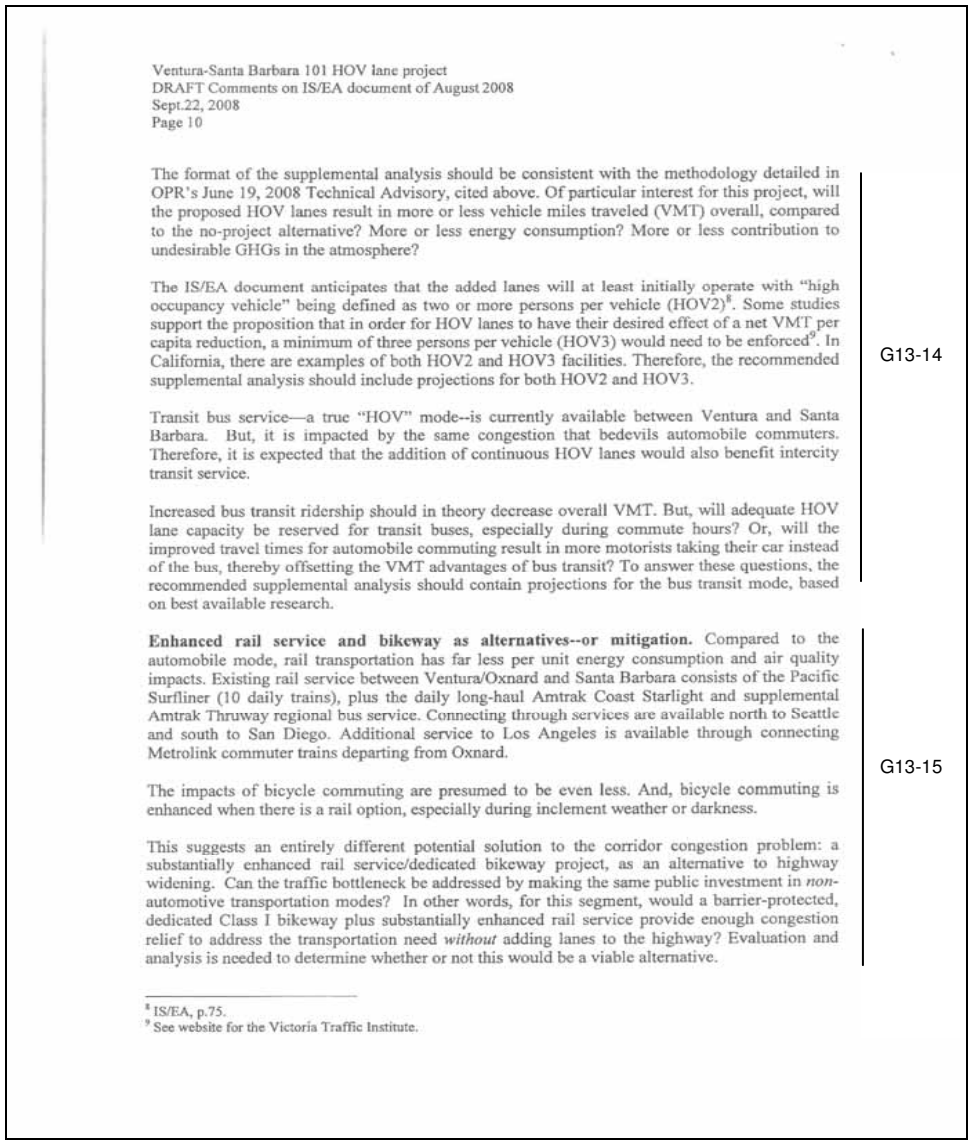
The proposed project is funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. California Public Resource Code Section 21097(a) states: "The failure to analyze adequately the effects of greenhouse gas emissions otherwise required to be reduced pursuant to regulations adopted by the State Air Resources Board under Division 25.5 (commencing with Section 38500) of the Health and Safety Code in an environmental impact report, negative declaration, mitigated negative declaration, or other document required pursuant to this division for either a transportation project funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code), or a project funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Chapter 1.699 (commencing with Section 5096.800) of Division 5), does not create a cause of action for a violation of this division." Therefore the proposed project would not cause a violation related to greenhouse gas emissions. The purpose of the project is to improve traffic flow within the corridor, and the project is not expected to result in either an increase in vehicle miles traveled or increased traffic volume in the corridor. Please refer to Section 2.5 Climate Change of the IS/EA. Additionally, the air quality management districts for both counties concur with the Department's findings that the IS/EA addresses all of their air quality issues; therefore, no supplemental analysis is required.

G13-13

The proposed project would not constitute new development. The proposed project would upgrade a deficient highway facility. The purpose of the proposed project is to reduce vehicle miles traveled and reduce the amount of vehicles on the road. This would in turn conserve energy. See above for air quality.

G13-14

The proposed project is funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. California Public Resource Code Section 21097(a) states: "The failure to analyze adequately the effects of greenhouse gas emissions otherwise required to be reduced pursuant to regulations adopted by the State Air Resources Board under Division 25.5 (commencing with Section 38500) of the Health and Safety Code in an environmental impact report, negative declaration, mitigated negative declaration, or other



Ventura-Santa Barbara 101 HOV lane project
DRAFT Comments on IS/EA document of August 2008
Sept.22, 2008
Page 10

The format of the supplemental analysis should be consistent with the methodology detailed in OPR's June 19, 2008 Technical Advisory, cited above. Of particular interest for this project, will the proposed HOV lanes result in more or less vehicle miles traveled (VMT) overall, compared to the no-project alternative? More or less energy consumption? More or less contribution to undesirable GHGs in the atmosphere?

The IS/EA document anticipates that the added lanes will at least initially operate with "high occupancy vehicle" being defined as two or more persons per vehicle (HOV2)[8]. Some studies support the proposition that in order for HOV lanes to have their desired effect of a net VMT per capita reduction, a minimum of three persons per vehicle (HOV3) would need to be enforced[9]. In California, there are examples of both HOV2 and HOV3 facilities. Therefore, the recommended supplemental analysis should include projections for both HOV2 and HOV3.

G13-14

Transit bus service—a true "HOV" mode--is currently available between Ventura and Santa Barbara. But, it is impacted by the same congestion that bedevils automobile commuters. Therefore, it is expected that the addition of continuous HOV lanes would also benefit intercity transit service.

Increased bus transit ridership should in theory decrease overall VMT. But, will adequate HOV lane capacity be reserved for transit buses, especially during commute hours? Or, will the improved travel times for automobile commuting result in more motorists taking their car instead of the bus, thereby offsetting the VMT advantages of bus transit? To answer these questions, the recommended supplemental analysis should contain projections for the bus transit mode, based on best available research.

Enhanced rail service and bikeway as alternatives--or mitigation. Compared to the automobile mode, rail transportation has far less per unit energy consumption and air quality impacts. Existing rail service between Ventura/Oxnard and Santa Barbara consists of the Pacific Surfliner (10 daily trains), plus the daily long-haul Amtrak Coast Starlight and supplemental Amtrak Thruway regional bus service. Connecting through services are available north to Seattle and south to San Diego. Additional service to Los Angeles is available through connecting Metrolink commuter trains departing from Oxnard.

G13-15

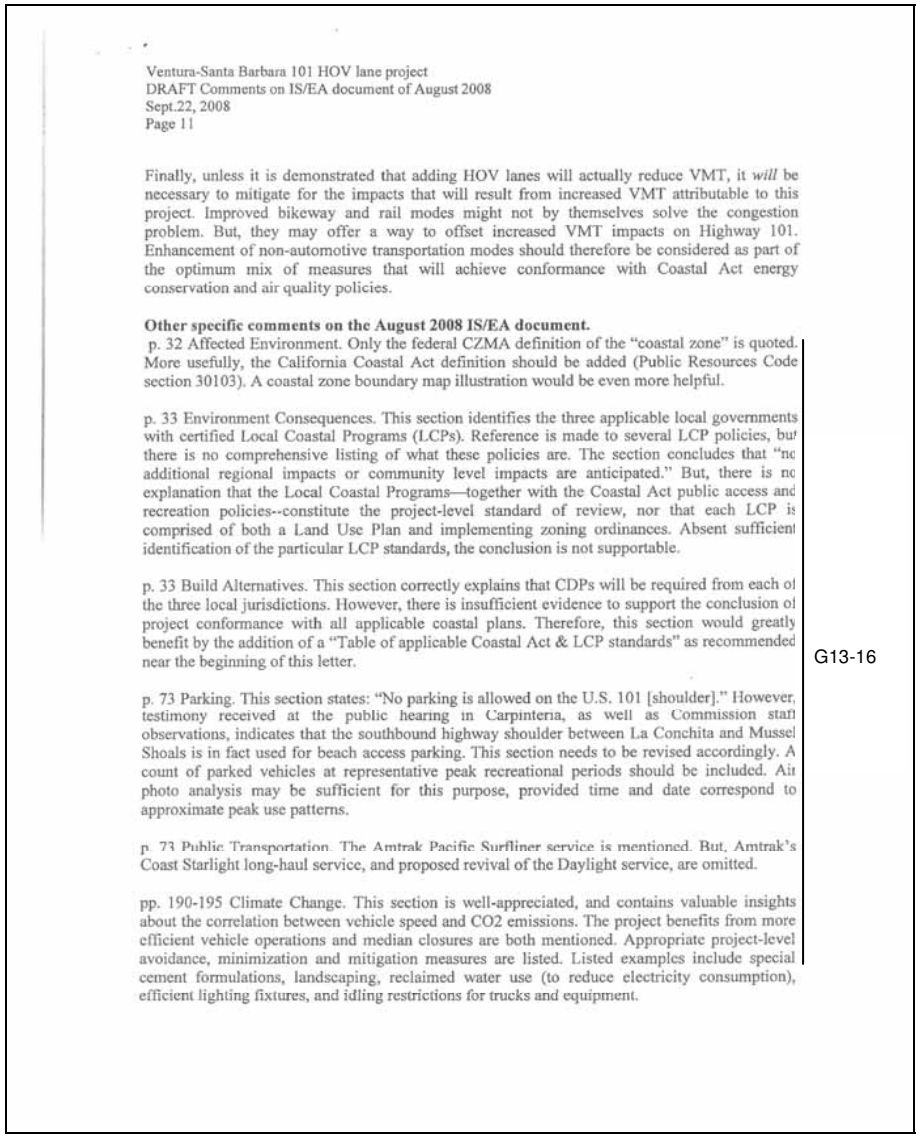
The impacts of bicycle commuting are presumed to be even less. And, bicycle commuting is enhanced when there is a rail option, especially during inclement weather or darkness.

This suggests an entirely different potential solution to the corridor congestion problem: a substantially enhanced rail service/dedicated bikeway project, as an alternative to highway widening. Can the traffic bottleneck be addressed by making the same public investment in *non*-automotive transportation modes? In other words, for this segment, would a barrier-protected, dedicated Class I bikeway plus substantially enhanced rail service provide enough congestion relief to address the transportation need *without* adding lanes to the highway? Evaluation and analysis is needed to determine whether or not this would be a viable alternative.

[8] IS/EA, p.75.
[9] See website for the Victoria Traffic Institute.

document required pursuant to this division for either a transportation project funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code), or a project funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Chapter 1.699 (commencing with Section 5096.800) of Division 5), does not create a cause of action for a violation of this division." Therefore the proposed project would not cause a violation related to greenhouse gas emissions. The purpose of the project is to improve traffic flow within the corridor, and the project is not expected to result in either an increase in vehicle miles traveled or increased traffic volume in the corridor. Please refer to Section 2.5 Climate Change of the IS/EA. Additionally, the air quality management districts for both counties concur with the Department's findings that the IS/EA addresses all of their air quality issues; therefore, no supplemental analysis is required.

G13-15 Caltrans, SBCAG, VCTC, and several other state and local agencies worked together to develop the "South Coast Highway 101 Deficiency Plan" (2002) and the "101 In Motion Plan" (2006) IS/EA section 2.1.2. These plans analyzed several options for improving circulation within the U.S. 101 corridor, including widening the highway by adding travel lanes in each direction and the addition of an HOV lane in each direction. Congestion relief was also analyzed in the VCTC CMP. This plan also recommended adding lanes and implementing a peak-hour HOV lane. The Minimum Build Alternative, the Preferred Alternative, includes a Class 1 two-directional barrier separated bikeway on the southbound side of the highway which would replace the existing bikeway, located on the shoulders of U.S. 101 between the Bates Road Interchange and Seacliff Avenue Interchange. The bikeway would substantially improve the pedestrian and bicycle circulation within the project corridor.



Ventura-Santa Barbara 101 HOV lane project
DRAFT Comments on IS/EA document of August 2008
Sept.22, 2008
Page 11

Finally, unless it is demonstrated that adding HOV lanes will actually reduce VMT, it *will* be necessary to mitigate for the impacts that will result from increased VMT attributable to this project. Improved bikeway and rail modes might not by themselves solve the congestion problem. But, they may offer a way to offset increased VMT impacts on Highway 101. Enhancement of non-automotive transportation modes should therefore be considered as part of the optimum mix of measures that will achieve conformance with Coastal Act energy conservation and air quality policies.

Other specific comments on the August 2008 IS/EA document.

p. 32 Affected Environment. Only the federal CZMA definition of the "coastal zone" is quoted. More usefully, the California Coastal Act definition should be added (Public Resources Code section 30103). A coastal zone boundary map illustration would be even more helpful.

p. 33 Environment Consequences. This section identifies the three applicable local governments with certified Local Coastal Programs (LCPs). Reference is made to several LCP policies, but there is no comprehensive listing of what these policies are. The section concludes that "no additional regional impacts or community level impacts are anticipated." But, there is no explanation that the Local Coastal Programs—together with the Coastal Act public access and recreation policies--constitute the project-level standard of review, nor that each LCP is comprised of both a Land Use Plan and implementing zoning ordinances. Absent sufficient identification of the particular LCP standards, the conclusion is not supportable.

p. 33 Build Alternatives. This section correctly explains that CDPs will be required from each of the three local jurisdictions. However, there is insufficient evidence to support the conclusion of project conformance with all applicable coastal plans. Therefore, this section would greatly benefit by the addition of a "Table of applicable Coastal Act & LCP standards" as recommended near the beginning of this letter.

G13-16

p. 73 Parking. This section states: "No parking is allowed on the U.S. 101 [shoulder]." However, testimony received at the public hearing in Carpinteria, as well as Commission staff observations, indicates that the southbound highway shoulder between La Conchita and Mussel Shoals is in fact used for beach access parking. This section needs to be revised accordingly. A count of parked vehicles at representative peak recreational periods should be included. Air photo analysis may be sufficient for this purpose, provided time and date correspond to approximate peak use patterns.

p. 73 Public Transportation. The Amtrak Pacific Surfliner service is mentioned. But, Amtrak's Coast Starlight long-haul service, and proposed revival of the Daylight service, are omitted.

pp. 190-195 Climate Change. This section is well-appreciated, and contains valuable insights about the correlation between vehicle speed and CO2 emissions. The project benefits from more efficient vehicle operations and median closures are both mentioned. Appropriate project-level avoidance, minimization and mitigation measures are listed. Listed examples include special cement formulations, landscaping, reclaimed water use (to reduce electricity consumption), efficient lighting fixtures, and idling restrictions for trucks and equipment.

G13-16

P. 32 The California Coastal Act has been added.
P. 33 Refer to Appendix I Coastal Plan Consistency Matrix
P. 73 The project would add an HOV lane and change the configuration of the highway. The operational characteristics of the shoulder for emergency parking will remain unchanged. The referenced Amtrak services have been added.
PP. 190 – 195 Climate Change
The proposed project is funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. California Public Resource Code Section 21097(a) states: "The failure to analyze adequately the effects of greenhouse gas emissions otherwise required to be reduced pursuant to regulations adopted by the State Air Resources Board under Division 25.5 (commencing with Section 38500) of the Health and Safety Code in an environmental impact report, negative declaration, mitigated negative declaration, or other document required pursuant to this division for either a transportation project funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code), or a project funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006 (Chapter 1.699 (commencing with Section 5096.800) of Division 5), does not create a cause of action for a violation of this division." Therefore the proposed project would not cause a violation related to greenhouse gas emissions. The purpose of the project is to improve traffic flow within the corridor, and the project is not expected to result in either an increase in vehicle miles traveled or increased traffic volume in the corridor. Please refer to Section 2.5 Climate Change of the IS/EA. Additionally, the air quality management districts for both counties concur with Caltrans findings that the IS/EA addresses all of their air quality issues; therefore, no supplemental analysis is required.

However, there is no mention of new directives since the Department of Transportation's original Climate Action Program guidance (Dec. 2006). Therefore, a supplementary analysis is needed to update this section in accordance with current CTC and OPR guidance on evaluating GHG impacts, as detailed above.

Future reviews. Thank you for the opportunity to review and comment on the subject IS/EA at this time. We will encourage early and regular contact between our staffs as responses to thes comments are being developed. And, we'll look forward to reviewing any additional projec alternatives, or revised or supplemental CEQA documents as they are drafted.

Commission staff will also review any potentially appealable County- and City-approved CDP for the project. In addition, we are available to provide guidance if it is discovered that futur LCP amendments may be necessary for the development of the selected project alternative Depending on the particular details of the final approved project (and LCP Amendmen submittals, if any) there may be additional comments or issues to be addressed. G13-17

Conclusion. Our hope is that this response will foster a process of interagency collaboration, an will lead to the optimum, approvable solution for the project need and purpose. Please do no hesitate to invite our staff to join in Project Development Team discussions, or relate meetings—although our very limited staff resources force us to be highly selective about trave for meeting participation. Therefore, we'll rely on you to keep us advised of where we are mos needed to do joint problem identification and problem-solving.

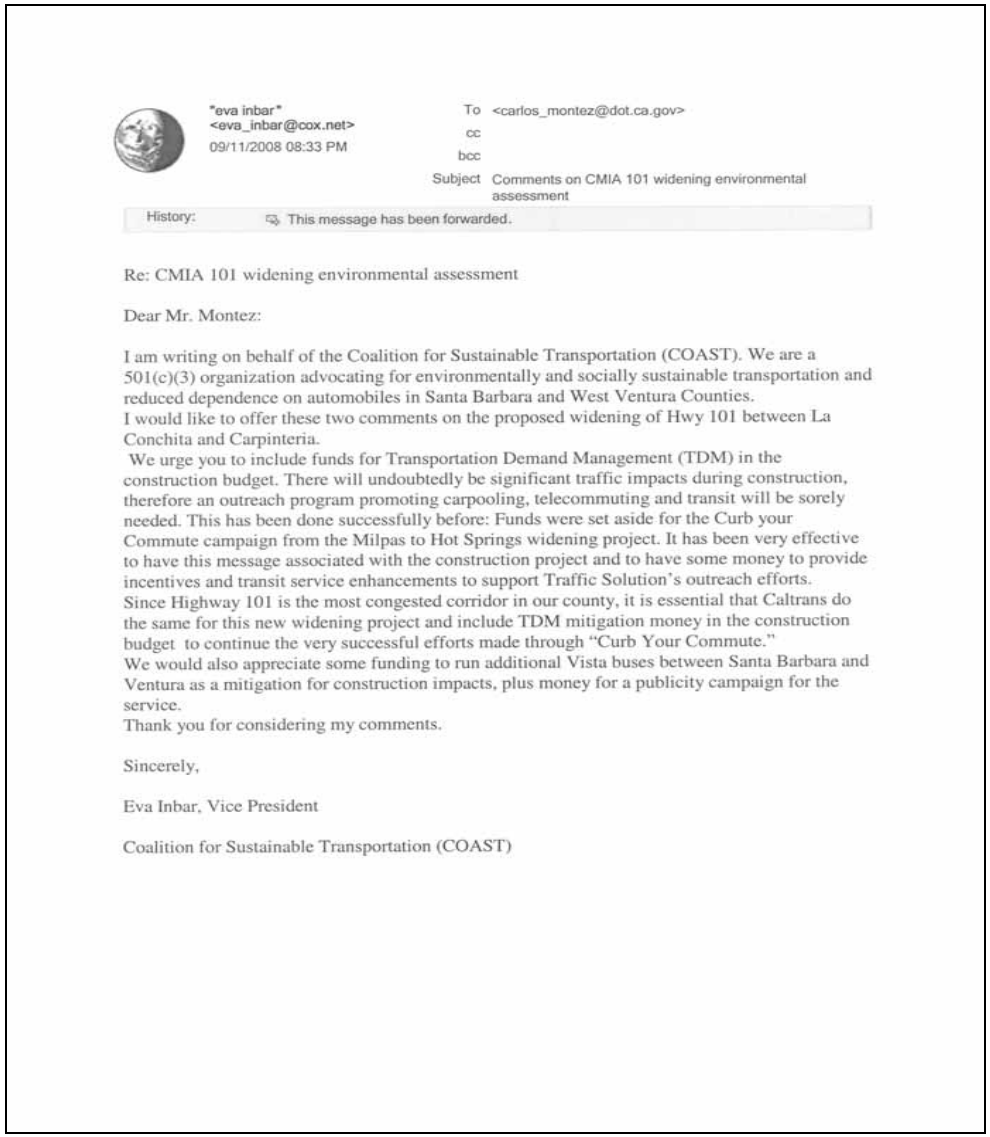
Sincerely,

Shana Gray
Coastal Program Analyst

Lee Otter
Transportation & Public Access Liaison

cc: Santa Barbara County Association of Governments (SBCAG)
Ventura County Transportation Commission (VCTC)
Santa Barbara & Ventura County Planning Departments
City of Carpinteria Planning Department

G13-17
Caltrans looks forward to working with the Coastal Commission's staff throughout the design and LCP process.



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<eva_inbar@cox.net>
09/11/2008 08:33 PM

To <carlos_montez@dot.ca.gov>
cc
bcc
Subject Comments on CMIA 101 widening environmental assessment

History: This message has been forwarded.

Re: CMIA 101 widening environmental assessment

Dear Mr. Montez:

I am writing on behalf of the Coalition for Sustainable Transportation (COAST). We are a 501(c)(3) organization advocating for environmentally and socially sustainable transportation and reduced dependence on automobiles in Santa Barbara and West Ventura Counties.
I would like to offer these two comments on the proposed widening of Hwy 101 between La Conchita and Carpinteria.
We urge you to include funds for Transportation Demand Management (TDM) in the construction budget. There will undoubtedly be significant traffic impacts during construction, therefore an outreach program promoting carpooling, telecommuting and transit will be sorely needed. This has been done successfully before: Funds were set aside for the Curb your Commute campaign from the Milpas to Hot Springs widening project. It has been very effective to have this message associated with the construction project and to have some money to provide incentives and transit service enhancements to support Traffic Solution's outreach efforts.
Since Highway 101 is the most congested corridor in our county, it is essential that Caltrans do the same for this new widening project and include TDM mitigation money in the construction budget to continue the very successful efforts made through "Curb Your Commute."
We would also appreciate some funding to run additional Vista buses between Santa Barbara and Ventura as a mitigation for construction impacts, plus money for a publicity campaign for the service.
Thank you for considering my comments.

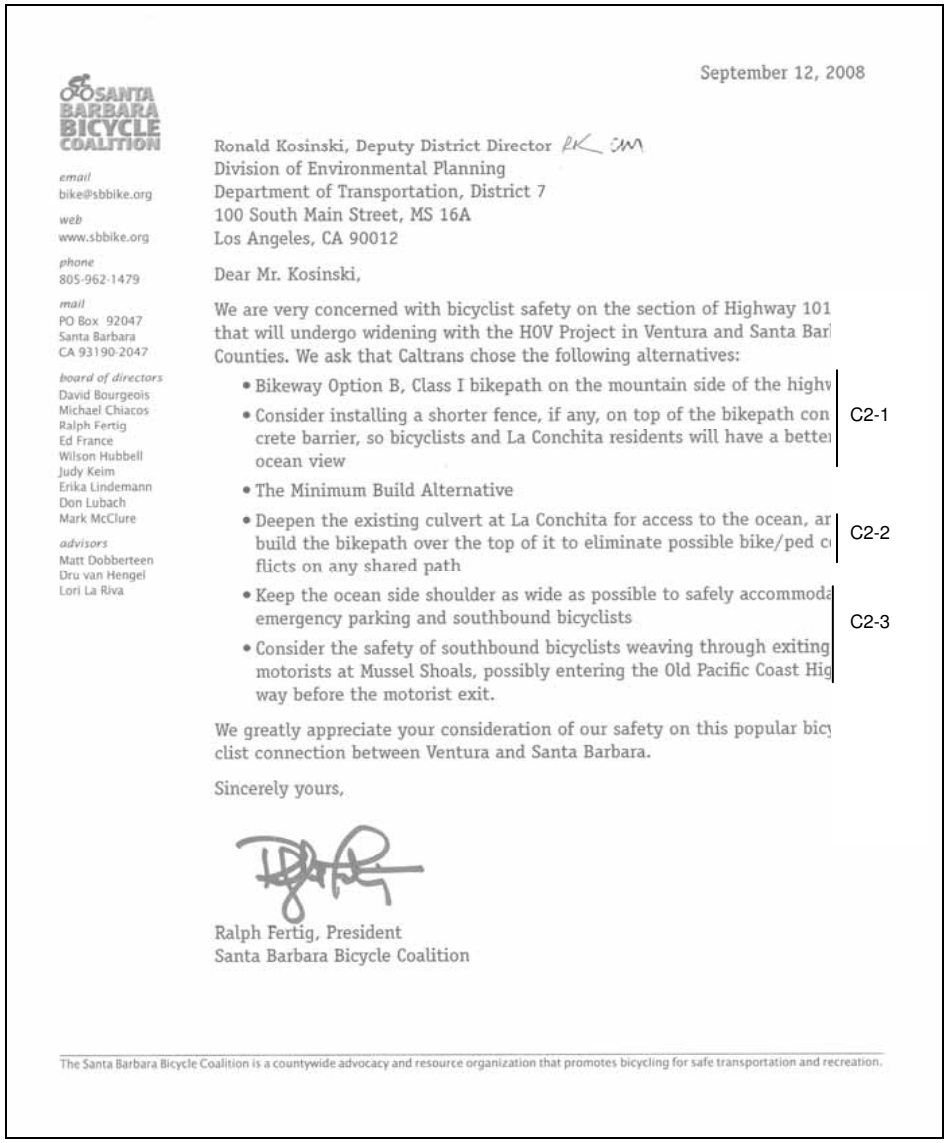
Sincerely,

Eva Inbar, Vice President

Coalition for Sustainable Transportation (COAST)

Email from Eva Inbar, Vice President Coalition for Sustainable Transportation (COAST) dated 9/11/08.

C1-1 Thank you for your comments. Please see IS/EA section 1.2.3.1 Transportation Systems Management and Transportation Demand Management Option. Transportation Demand Management Programs such as SBCAG's Curb your Commute would be considered for this project and incorporated into the Traffic Management Plan and Section 2.1.10 Traffic/Transportation Pedestrian & Bicycle Facilities, under Construction Transportation Management Plan. Caltrans would perform public outreach during the construction phase, through direct e-mails, local newspapers, bulletins and/or community newsletters. Two lanes will be maintained for traffic in both directions during peak hours and alternatives to minimize traffic impacts would be considered and implemented as feasible.



SANTA BARBARA BICYCLE COALITION

email
bike@sbbike.org

web
www.sbbike.org

phone
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CA 93190-2047

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September 12, 2008

Ronald Kosinski, Deputy District Director RK CM
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Kosinski,

We are very concerned with bicyclist safety on the section of Highway 101 that will undergo widening with the HOV Project in Ventura and Santa Bar Counties. We ask that Caltrans chose the following alternatives:

- Bikeway Option B, Class I bikepath on the mountain side of the highv
- Consider installing a shorter fence, if any, on top of the bikepath con crete barrier, so bicyclists and La Conchita residents will have a bette ocean view

C2-1

- The Minimum Build Alternative
- Deepen the existing culvert at La Conchita for access to the ocean, ar build the bikepath over the top of it to eliminate possible bike/ped c flicts on any shared path

C2-2

- Keep the ocean side shoulder as wide as possible to safely accommod emergency parking and southbound bicyclists
- Consider the safety of southbound bicyclists weaving through exiting motorists at Mussel Shoals, possibly entering the Old Pacific Coast Hig way before the motorist exit.

C2-3

We greatly appreciate your consideration of our safety on this popular bicy clist connection between Ventura and Santa Barbara.

Sincerely yours,

Ralph Fertig, President
Santa Barbara Bicycle Coalition

The Santa Barbara Bicycle Coalition is a countywide advocacy and resource organization that promotes bicycling for safe transportation and recreation.

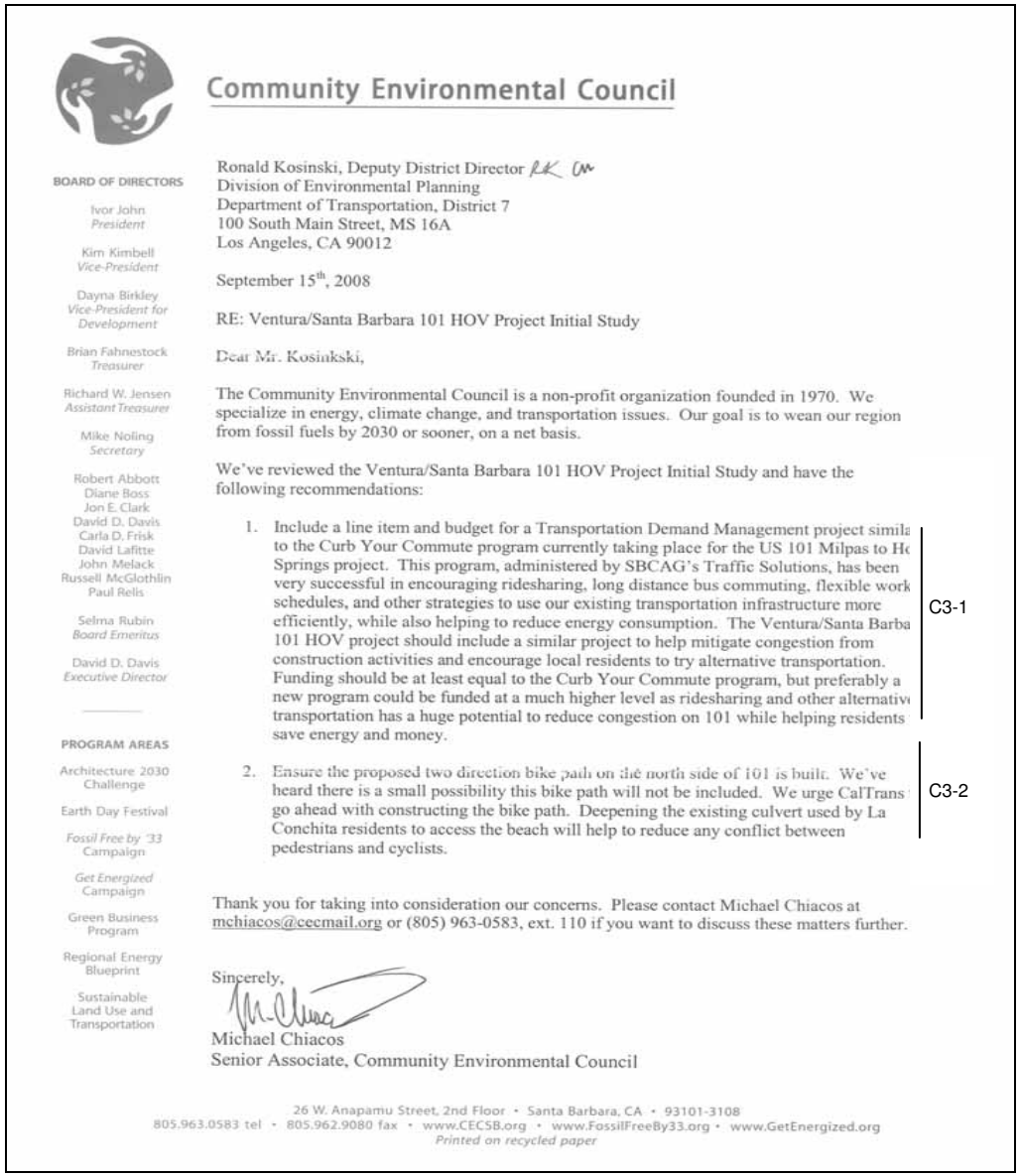
Letter from Ralph Fertig, President, Santa Barbara Bicycle Coalition dated 9/12/08.

C2-1 Thank you for your comments. The Minimum Build with CASA/Modifed Option B has been identified as the Preferred Alternative and your preferences have been included in the record. The Class I barrier separated two directional bikeway would be separated from traffic by a concrete barrier with fencing on top. Design options details will be determined during final design, and feasible options for maintaining visibility will be considered.

C2-2 While the pedestrian undercrossing (PUC) would be constructed concurrently with the proposed project. As discussed in the IS/EA, several options are being considered for the PUC. Conversion of the existing culvert near Oxnard Avenue in La Conchita is being studied for feasibility and is pending UPRR approval for consideration. Final determination on the design/construction of the PUC will be addressed in the 2002 La Conchita/Mussel Shoals Access Improvement Project MND/FONSI re-validation, currently under preparation.

C2-3 Caltrans will provide a minimum of 10-foot outside shoulders for emergency parking with the exception of the acceleration and deceleration lanes to and from Mussel Shoals and La Conchita.

Cyclists would use the Class I two directional bikeway to travel southbound. Measures have been included in IS/EA Section 2.1.10 Traffic/Transportation Pedestrian & Bicycle Facilities, including design measures and signage to increase safety for cyclists. Advisory signs will be included to alert motorists of potential cyclists crossing access points.



Community Environmental Council

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Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

September 15th, 2008

RE: Ventura/Santa Barbara 101 HOV Project Initial Study

Dear Mr. Kosinkski,

The Community Environmental Council is a non-profit organization founded in 1970. We specialize in energy, climate change, and transportation issues. Our goal is to wean our region from fossil fuels by 2030 or sooner, on a net basis.

We've reviewed the Ventura/Santa Barbara 101 HOV Project Initial Study and have the following recommendations:

1. Include a line item and budget for a Transportation Demand Management project simila to the Curb Your Commute program currently taking place for the US 101 Milpas to H Springs project. This program, administered by SBCAG's Traffic Solutions, has been very successful in encouraging ridesharing, long distance bus commuting, flexible work schedules, and other strategies to use our existing transportation infrastructure more efficiently, while also helping to reduce energy consumption. The Ventura/Santa Barba 101 HOV project should include a similar project to help mitigate congestion from construction activities and encourage local residents to try alternative transportation. Funding should be at least equal to the Curb Your Commute program, but preferably a new program could be funded at a much higher level as ridesharing and other alternativ transportation has a huge potential to reduce congestion on 101 while helping residents save energy and money. C3-1

2. Ensure the proposed two direction bike path on the north side of 101 is built. We've heard there is a small possibility this bike path will not be included. We urge CalTrans go ahead with constructing the bike path. Deepening the existing culvert used by La Conchita residents to access the beach will help to reduce any conflict between pedestrians and cyclists. C3-2

Thank you for taking into consideration our concerns. Please contact Michael Chiacos at mchiacos@cecmail.org or (805) 963-0583, ext. 110 if you want to discuss these matters further.

Sincerely,

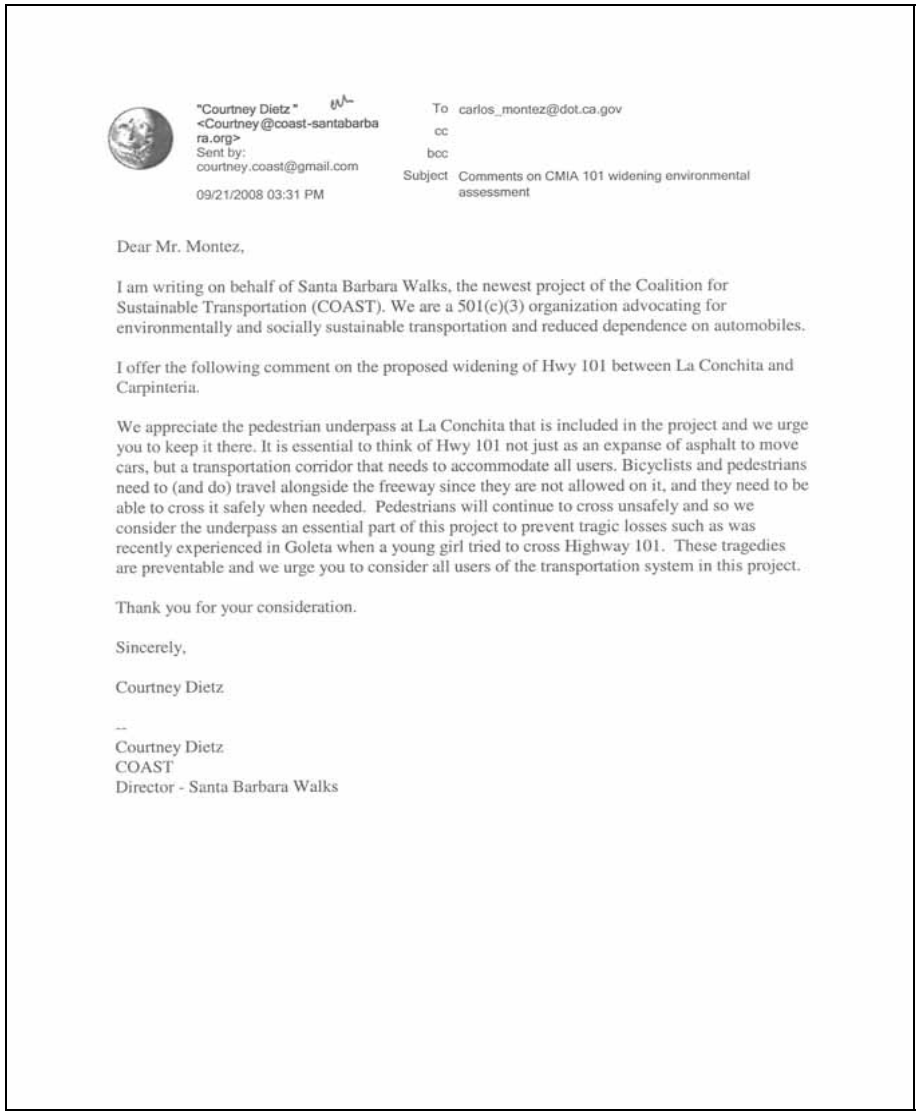
Michael Chiacos
Senior Associate, Community Environmental Council

26 W. Anapamu Street, 2nd Floor • Santa Barbara, CA • 93101-3108
805.963.0583 tel • 805.962.9080 fax • www.CECSB.org • www.FossilFreeBy33.org • www.GetEnergized.org
Printed on recycled paper

Letter from Michael Chiacos, Senior Associate, Community Environmental Council dated 9/15/08.

C3-1 Thank you for your comments. Please see IS/EA Chapter Section 1.2.3.1 Transportation Demand Management Programs such as SBCAG's Curb Your Commute would be considered for this project and incorporated into the Traffic Management Plan and Section 2.1.10 Traffic/ Transportation/Pedestrian & Bicycle Facilities, Construction Transportation Management Plan. Caltrans would perform public outreach during the construction phase, through direct e-mails, local newspapers, bulletins and/or community newsletters. Two lanes will be maintained for traffic in both directions during peak hours and alternatives to minimize traffic impacts would be considered and implemented as feasible.

C3-2 The Minimum Build with CASA/Modified Option B has been identified as the Preferred Alternative. See response C2-2 re: PUC. Your support of this alternative has been included in the record.



"Courtney Dietz" <Courtney@coast-santabarbara.org>
Sent by: courtney.coast@gmail.com
09/21/2008 03:31 PM

To carlos_montez@dot.ca.gov
cc
bcc
Subject Comments on CMIA 101 widening environmental assessment

Dear Mr. Montez,

I am writing on behalf of Santa Barbara Walks, the newest project of the Coalition for Sustainable Transportation (COAST). We are a 501(c)(3) organization advocating for environmentally and socially sustainable transportation and reduced dependence on automobiles.

I offer the following comment on the proposed widening of Hwy 101 between La Conchita and Carpinteria.

We appreciate the pedestrian underpass at La Conchita that is included in the project and we urge you to keep it there. It is essential to think of Hwy 101 not just as an expanse of asphalt to move cars, but a transportation corridor that needs to accommodate all users. Bicyclists and pedestrians need to (and do) travel alongside the freeway since they are not allowed on it, and they need to be able to cross it safely when needed. Pedestrians will continue to cross unsafely and so we consider the underpass an essential part of this project to prevent tragic losses such as was recently experienced in Goleta when a young girl tried to cross Highway 101. These tragedies are preventable and we urge you to consider all users of the transportation system in this project.

Thank you for your consideration.

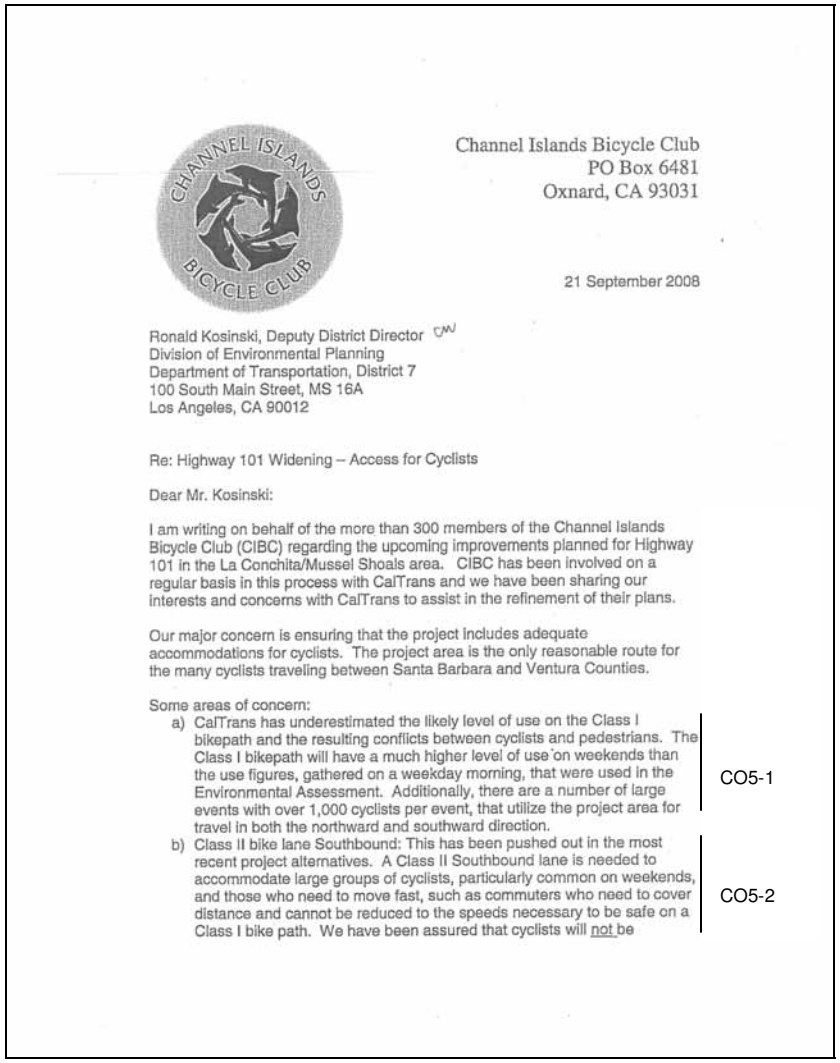
Sincerely,

Courtney Dietz

--
Courtney Dietz
COAST
Director - Santa Barbara Walks

Email from Courtney Dietz, COAST Director, Santa Barbara Walks, dated 9/21/08.

C4-1 Thank you for your comments. The pedestrian undercrossing (PUC) would be constructed concurrently with the proposed project. As discussed in the IS/EA several options are being considered for the PUC. Conversion of the existing culvert near Oxnard Avenue in La Conchita is being studied for feasibility and is pending UPRR approval for consideration. Final determination on design and construction of the PUC will be addressed in the 2002 La Conchita/Mussel Shoals Access Improvement Project MND/FONSI re-validation, currently under preparation.



Channel Islands Bicycle Club
PO Box 6481
Oxnard, CA 93031

21 September 2008

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Re: Highway 101 Widening – Access for Cyclists

Dear Mr. Kosinski:

I am writing on behalf of the more than 300 members of the Channel Islands Bicycle Club (CIBC) regarding the upcoming improvements planned for Highway 101 in the La Conchita/Mussel Shoals area. CIBC has been involved on a regular basis in this process with CalTrans and we have been sharing our interests and concerns with CalTrans to assist in the refinement of their plans.

Our major concern is ensuring that the project includes adequate accommodations for cyclists. The project area is the only reasonable route for the many cyclists traveling between Santa Barbara and Ventura Counties.

Some areas of concern:

a) CalTrans has underestimated the likely level of use on the Class I bikepath and the resulting conflicts between cyclists and pedestrians. The Class I bikepath will have a much higher level of use on weekends than the use figures, gathered on a weekday morning, that were used in the Environmental Assessment. Additionally, there are a number of large events with over 1,000 cyclists per event, that utilize the project area for travel in both the northward and southward direction. CO5-1

b) Class II bike lane Southbound: This has been pushed out in the most recent project alternatives. A Class II Southbound lane is needed to accommodate large groups of cyclists, particularly common on weekends, and those who need to move fast, such as commuters who need to cover distance and cannot be reduced to the speeds necessary to be safe on a Class I bike path. We have been assured that cyclists will not be CO5-2

Letter from Kate Faulkner, President, Channel Islands Bicycle Club dated September 21, 2008.

CO5-1 Thank you for your comments. Caltrans outreach efforts indicated that a Class I bikeway would suit all users and would be a safe option since it would be separated from the roadway. As identified in the IS/EA, this section of the U.S. 101 corridor is used for recreational rides and daily bicycle commuters. During large organized rides or weekend club rides, cyclists would be required to slow down through this corridor and for organizations promoting large cycling events, such as the AIDS ride, Caltrans would implement a lane closure to accommodate the event.

CO5-2 The proposed southbound shoulder has been designed to be as wide as feasible while maintaining a standard width inside shoulder to avoid the need for additional right of way. In this stretch of the project corridor there are physical constraints. The Pacific Ocean limits widening to the west and the Railroad limits widening to the east. Cyclists could use the Class I two directional bikeway. Caltrans will provide a minimum of 10-foot outside shoulders for emergency parking with the exception of the acceleration and deceleration lanes to and from Mussel Shoals and La Conchita. Cyclists would not be prohibited from using the shoulders, but would be encouraged to use the Class 1 barrier separated bikeway.
Other measures have been included (see IS/EA Section 2.1.10 Traffic/ Transportation/Pedestrian & Bicycle Facilities) including design measures and signage to increase safety for cyclists.

restricted from using the right shoulder Southbound. Therefore, we request that the shoulder be painted with Bike symbols and directional arrows, as it is now. Removal of these symbols will diminish the safety for cyclists choosing to utilize the roadway.

c) Intersection of La Conchita pedestrian underpass and Class I Northbound Bike Path: Several of the options regarding the PUC pose considerable dangers for both pedestrians and cyclists. We understand that CalTrans is considering a new option that would have the Class I bikepath be on the same elevation as the roadway and have the PUC pass beneath both the roadway and the Class I bikepath at the location of the existing drainage canal. We consider this, by far, to be the BEST alternative to eliminate the dangerous interactions between cyclists and pedestrians that are inherent in all other options. We understand that this option would also meet the needs of the residents of La Conchita. CO5-3

d) Access for cyclists during project build-out: It has been difficult to ensure that there is a process for ensuring that cyclists will have full and safe access between Ventura and Santa Barbara during project construction. There are very modest accommodations that can ensure the safe passage of cyclists during construction. Past experience has shown us that CalTrans, as an agency, does not always understand the significance of the placement of the K-Rails or other construction infrastructure. We would be happy to provide input as the project progresses. CO5-4

We would like to specifically thank Carlos Montez and his associates for speaking at our recent club meeting in Ventura regarding this project.

Thank you for your consideration of our comments.

Sincerely,

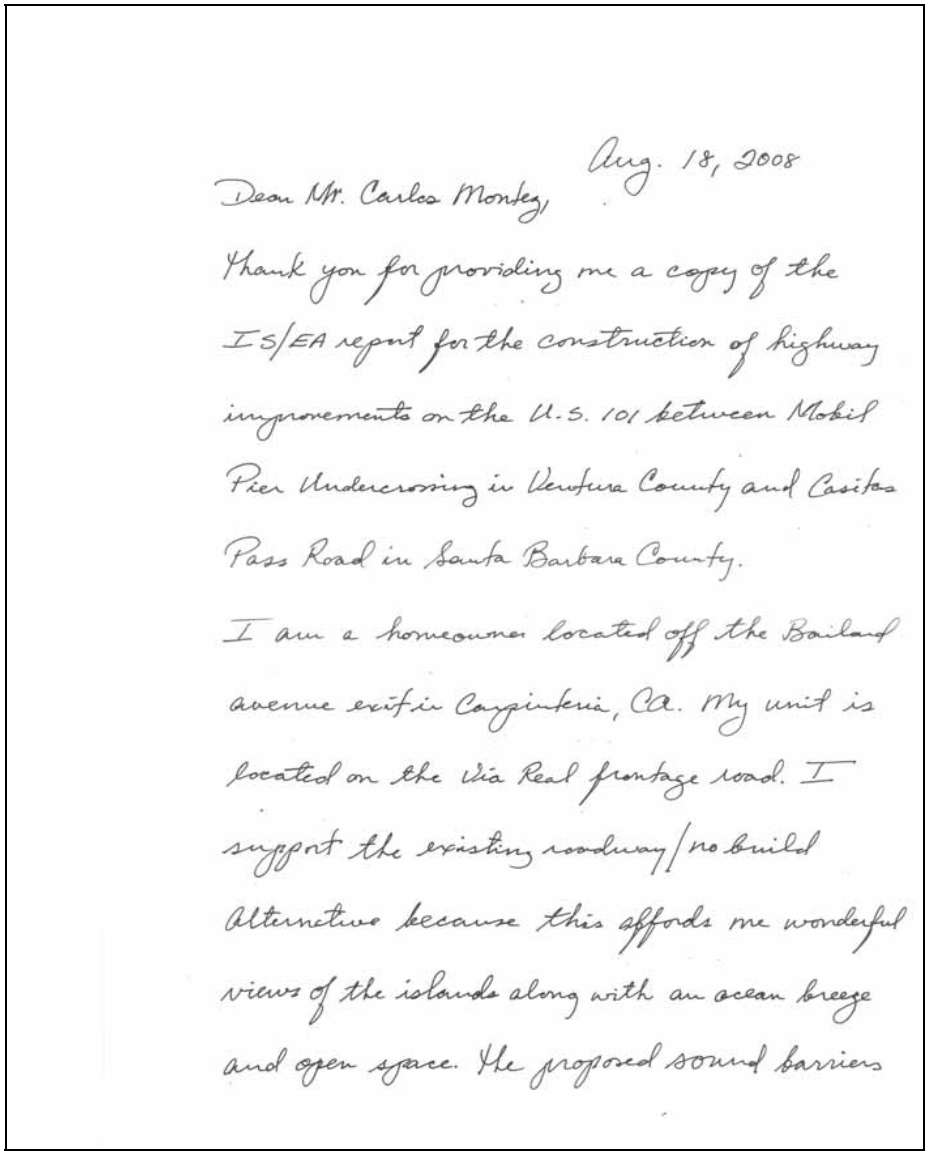
Kate Faulkner

Kate Faulkner
President
805-218-8221 (cell)
805-658-5709 (day)

cc: Assemblyman Pedro Nava
Ventura County Supervisor Steve Bennett

CO5-3 The pedestrian undercrossing (PUC) would be constructed concurrently with the proposed project. As discussed in the IS/EA several options are being considered for the PUC. Conversion of the existing culvert near Oxnard Avenue in La Conchita is currently being studied for feasibility and is pending UPRR approval for consideration. Final determination on design and construction of the PUC will be addressed in the 2002 La Conchita/Mussel Shoals Access Improvement Project MND/FONSI re-validation, currently under preparation.

CO5-4 Please see IS/EA Chapter 2, Section 2.1.10 Traffic, Transportation, Pedestrian and Bicycle Facilities, Caltrans would continue to work with the community during construction. A Traffic Management Plan would be in place and measures would be taken to avoid impacts to cyclists. Space would be made available for use during construction and construction time would be limited to minimize potential route closures.



Aug. 18, 2008

Dear Mr. Carlos Montez,

Thank you for providing me a copy of the IS/EA report for the construction of highway improvements on the U.S. 101 between Mobil Pier Undercrossing in Ventura County and Casitas Pass Road in Santa Barbara County.

I am a homeowner located off the Bailard avenue exit in Carpinteria, Ca. My unit is located on the Via Real frontage road. I support the existing roadway/no build alternative because this affords me wonderful views of the islands along with an ocean breeze and open space. The proposed sound barriers

Letter from Firmo De Mesa dated 8/18/08

P1-1 Thank you for your comments. Property owners at Villa Del Mar, Casitas Village and Vista De Santa Barbara Mobile Home Park were surveyed and declined by a majority vote not to construct the soundwalls near Bailard Avenue in Carpinteria so that existing views will remain unchanged.

will not benefit me or my neighbors on the Via Real frontage road because sound will still travel and may make it worse because of vibration from the freeway noise and Via Real frontage road. My other concern is graffiti. When the sound walls at Sumerland was completed, in a barely a month, graffiti were on the walls. I have written to Assembly man Mr. Pedro Nava and expressed my ~~expressed my~~ feeling that no sound wall be built. I ~~intent~~ intend to write my state Assembly representative Ms. Hannah Beth Jackson and ~~expressed~~ expressed my feeling about the sound wall.

In this tight financial situation our state is in right now; the money could be wisely use to improve the roads of Santa Barbara county. A bike lane stretching from Bailard Ave to the city of Santa Barbara and beyond may benefit us all. Please feel free to comment

Sincerely,
Timo de Mesa

1010 Bailard Ave "S"
Carpinteria, Ca 93013

RICHARD A. POEDTKE 6180 VIA REAL UNIT 76 CARPINTERIA, CA 93013

1 September 2008

Ronald Kosinski, Deputy District Director
District 7, Los Angeles and Ventura Counties
100 S. Main Street, Los Angeles, CA 90012

Re: Ventura/Santa Barbara 101 HOV Project

My comments will be about the proposed Sound Wall on Highway 101 at the Baillard Avenue crossing. I live in the Vista de Santa Barbara Mobile Home Park which will be very much impacted by this proposal.

Signage on the 101 Freeway states the clearance under the overpass at Baillard is 14' 9". It can be conservatively assumed the distance from the freeway to the street above is at least 17 feet. At the main access to the mobile home park, the freeway is about 8 or 9 feet below the level of Via Real.

Caltrans documentation shows that the Noise Measurements were made at side of Via Real furthest from the freeway. This means the noise level measured included both freeway and Via Real traffic noise.

It is my contention that, except for the instances of roaring motorcycles and down shifting tractor trailers, most of the noise measured was from traffic on Via Real. The commercial area to the south contributes a great deal of traffic. From 7 to 9 am, 11 to 2 pm and 4 to 6 pm, much caution is required when using the park access because of this commercial traffic.

The proposed sound wall will result in blocking the dissipation of this traffic noise and have it echo back to the very people who are supposed to be protected by it.

Letter from Richard A.Poedtke, Resident of Vista De Santa Barbara Mobile Home Park dated 9/1/08

P2-1 Thank you for your comments. Property owners at Villa Del Mar, Casitas Village and Vista De Santa Barbara Mobile Home Park declined by a majority vote not to construct the soundwalls near Bailard Avenue in Carpinteria so that existing views will remain unchanged.

41 Chase Drive, Santa Barbara, CA 93108 September 9, 2008

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main St. MS-16A
Los Angeles, CA 90012

Ref: 07-VEN/SB-101-39.8-2.2 EA260700

I have comments and concerns about two principal matters, which I testified about a year ago at the public meeting at the Carpinteria City Hall:

I. The appropriateness and need for the HOV lane.

As proposed, this would be the only HOV lane on US 101 in southern California. There are hundreds of miles of HOV lanes in LA and Orange counties, mostly organized in systematic fashion in order to favor multi-passenger vehicle use in multiple directions. This project would sit in splendid isolation over 60 miles away from the nearest other HOV (i.e. I-405). It just seems out of place; an urban facility in a rural location. P3-1

At the least, the IS/EA should provide a fair comparison between the HOV project as proposed and a 6-lane project matching the existing 6 lanes from Seacliff to Thousand Oaks and the 10 miles of 6 lanes in Santa Barbara, with an eye toward to eventually completing the widening of the remaining gap of 4 lanes in Montecito and Carpinteria. The additional cost of the HOV lane needs to be shown; several overhead signs would be required; also the diagrams in the IS document do not show a separation between the HOV and mixed flow lanes--this would entail significant cost, and possibly additional right of way. Also, we need to see the comparison of LOS of the two alternates. We need to evaluate operation on the single HOV lane, and the operation of the residual traffic on the two mixed flow lanes. We need to see traffic volumes: peak hour volumes, existing and future, both year of completion and several years in the future. I would expect that projected future peak hour volumes on the two mixed flow lanes would equal or exceed the current volumes. This would mean more congestion and delay, which would likely translate in increased emissions. P3-2

In certain locations in California, the HOV lane has been designated for a few specified peak hours only, allowing all traffic to use the HOV lane at all other hours. It would seem that only a small step beyond that would be to allow all traffic to use the HOV lane 24 hours per day. Having taken that step, we could save a considerable sum by omitting the signing and striping required for the HOV lane. (Also, how about the 4 foot separation between the HOV and mixed flow lanes?; that adds up to a lot of pavement; but I notice that it is not included in the typical cross sections). P3-3

-1-

Letter from Richard G. Drosendahl dated 9/9/08

P3-1 Thank you for your comments. The Minimum Build Alternative was selected as the Preferred \Alternative; therefore, it is estimated to be within the budget and no new right of way would be required. IS/EA Chapter 1, Section 1.1.3 Related Projects. The South Coast HOV (10.3 miles) would connect to the northern project limits of VEN/SB 101 HOV Project.

P3-2 IS/EA,Chapter 2, Section 2.1.10 Traffic and Transportation/Pedestrian and Bicycle Facilities and in Appendix B Traffic Flow Charts compared alternatives using existing and future traffic volumes and contained traffic data to justify the need for an HOV lane.

P3-3 State Route 14 is the only part-time HOV in southern California and operates efficiently and safely. If it is determined that the proposed HOV will be implemented as a part-time HOV, it would be designed in a similar manner.

II. Access to Mussel Shoals and La Conchita.

The proposal to cut off left turn access in and out of these two communities is, I believe, unprecedented in California. Such restriction might be used at a ranch in a rural area, with only a nominal population. La Conchita contains perhaps a couple thousand; Mussel Shoals much less, but it includes a hotel and restaurant which would be impacted by the restriction. I wonder if the affected population of these communities are aware of this proposal. The other access, to the Tank Farm, could be facilitated by extended the La Conchita frontage road; right of way acquisition required. P3-4

I also wonder if the on and off ramps, and accel/decel lanes, to these places would be reconstructed to higher standards. Also, what happens to the bicycle lanes at these locations?

We need to see the traffic volumes to and from these two communities which would be required to drive several miles out of direction before reversing and proceeding toward their desired destination. In several cases, this out of direction traffic would be added to a peak direction flow, thereby exacerbating the traffic operation of the freeway. P3-5

At the time the 9 mile long (Ventura to north of Seacliff) 6 lane freeway was built in the early 1970's, we (the Division of Highways at that time) had a preliminary geometric plan for a diamond interchange, aligned with Ocean Avenue in Mussel Shoals, with a frontage road connecting La Conchita. This required realigning the railroad tracks to the northeast. The mountain ridge directly inland from Mussel Shoals was cut back to accommodate this plan; the benched cut slope is easily visible; it has held up quite well for 35+ years, except for some erosion on the lower benches. This would surely be a very expensive project today; also, the UPRR might object to moving closer to the mountain. Your geologists should comment on this; I believe the benched cut referred to is a wholly different formation from the notorious La Conchita landslide. The relocated RR and 101 would not be any closer to the latter slide area. P3-6

Conclusion: I predict that if the project is constructed as proposed, the driving public will demand to know "What have you done with our $150 million?"

Thank you for the opportunity to comment on this important project..

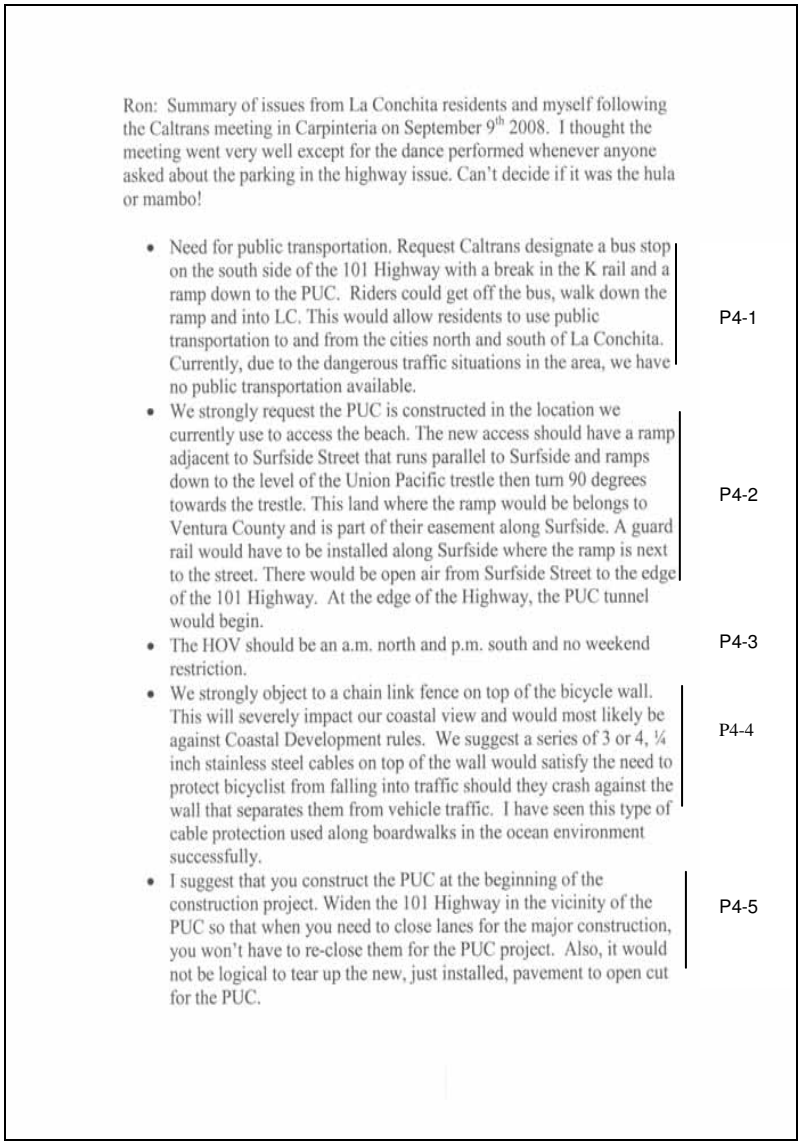
Richard G. Drosendahl, PE

-2-

P3-4 The closure of the median openings at Mussel Shoals, La Conchita and Tank Farm and improvement of the acceleration and deceleration lanes at Mussel Shoals and La Conchita were discussed in the IS/EA see Chapter 1, Section 1.1.2 Need, under Operational Deficiency.

P3-5 Travel time changes from median closures and traffic flow from La Conchita and Mussel Shoals is contained in the IS/EA Section 2.1.10 Traffic and Transportation/Pedestrian and Bicycle Facilities and in Appendix B Traffic Flow charts. Signage would be implemented to direct travelers to the La Conchita and Mussel Shoals communities.

P3-6 Your Comment has been included in the record.



Ron: Summary of issues from La Conchita residents and myself following the Caltrans meeting in Carpinteria on September 9th 2008. I thought the meeting went very well except for the dance performed whenever anyone asked about the parking in the highway issue. Can't decide if it was the hula or mambo!

- Need for public transportation. Request Caltrans designate a bus stop on the south side of the 101 Highway with a break in the K rail and a ramp down to the PUC. Riders could get off the bus, walk down the ramp and into LC. This would allow residents to use public transportation to and from the cities north and south of La Conchita. Currently, due to the dangerous traffic situations in the area, we have no public transportation available. P4-1
- We strongly request the PUC is constructed in the location we currently use to access the beach. The new access should have a ramp adjacent to Surfside Street that runs parallel to Surfside and ramps down to the level of the Union Pacific trestle then turn 90 degrees towards the trestle. This land where the ramp would be belongs to Ventura County and is part of their easement along Surfside. A guard rail would have to be installed along Surfside where the ramp is next to the street. There would be open air from Surfside Street to the edge of the 101 Highway. At the edge of the Highway, the PUC tunnel would begin. P4-2
- The HOV should be an a.m. north and p.m. south and no weekend restriction. P4-3
- We strongly object to a chain link fence on top of the bicycle wall. This will severely impact our coastal view and would most likely be against Coastal Development rules. We suggest a series of 3 or 4, ¼ inch stainless steel cables on top of the wall would satisfy the need to protect bicyclist from falling into traffic should they crash against the wall that separates them from vehicle traffic. I have seen this type of cable protection used along boardwalks in the ocean environment successfully. P4-4
- I suggest that you construct the PUC at the beginning of the construction project. Widen the 101 Highway in the vicinity of the PUC so that when you need to close lanes for the major construction, you won't have to re-close them for the PUC project. Also, it would not be logical to tear up the new, just installed, pavement to open cut for the PUC. P4-5

Email from Mike Bell dated 9/10/08.

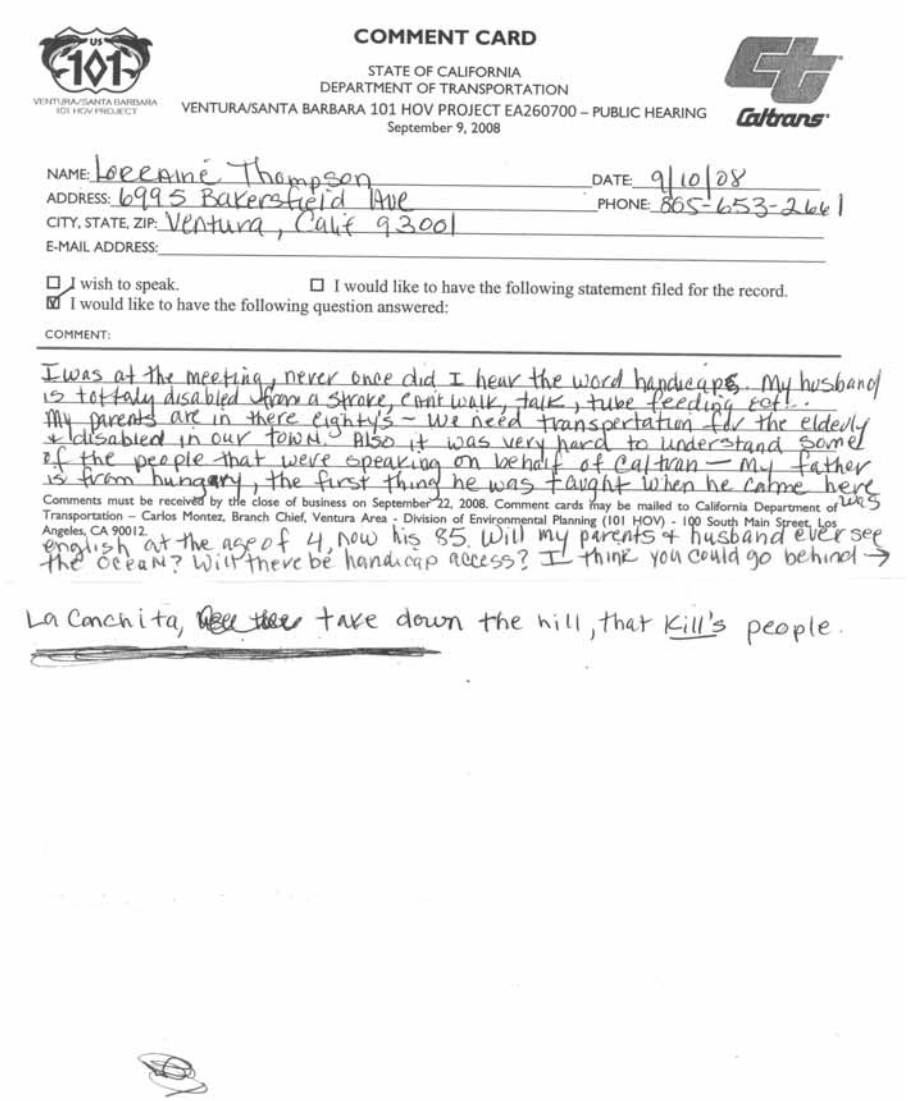
P4-1 Thank you for your comments. Your request for public transportation access for La Conchita has been included in the record and is outside the scope of this project; however, proposed project features would not preclude the possibility of future public transportation opportunities for this area.

P4-2 While the pedestrian undercrossing (PUC) would be constructed concurrently with the proposed project, it is not considered a project component. As discussed in the IS/EA several options are being considered for the PUC. Conversion of the existing culvert near Oxnard Avenue in La Conchita is currently being studied for feasibility and is pending UPRR approval for consideration. Final design determination on design/construction of the PUC will be addressed in the 2002 La Conchita/Mussel Shoals Access Improvement Project MND/FONSI re-validation, currently under preparation.

P4-3 District Design in coordination with the Office of Traffic Operations is looking at possibilities of making the Highway a part-time HOV facility.

P4-4 Design will coordinate with the Office of Geometrics regarding the possibility of installing cables in lieu of the chain link fence on top of the concrete barrier due to residents' concern to maintain existing ocean views. Other options to increase visibility may also be considered for feasibility.

P4-5 Your suggestion to construct the PUC at the beginning of construction is included in the record. However, the contractor would be responsible for construction staging and construction phasing of project features would be taken to minimize impacts on facilities operation during project construction.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: Loreanne Thompson DATE: 9/10/08
ADDRESS: 6995 Bakersfield Ave PHONE: 805-653-2661
CITY, STATE, ZIP: Ventura, Calif 93001
E-MAIL ADDRESS:

☐ I wish to speak. ☐ I would like to have the following statement filed for the record.
☒ I would like to have the following question answered:

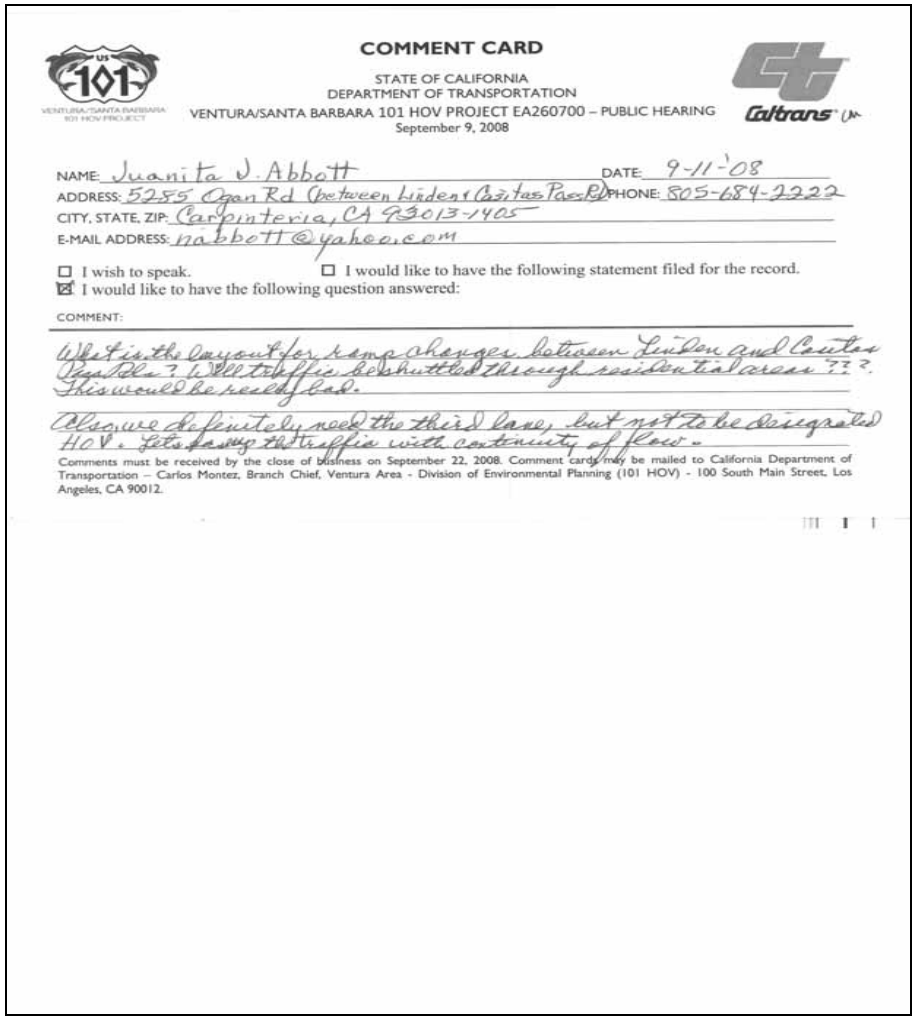
COMMENT:

I was at the meeting, never once did I hear the word handicaps. My husband is totaly disabled from a stroke, can't walk, talk, tube feeding etc. My parents are in there eighty's - We need transpertation for the elderly & disabled in our town. Also it was very hard to understand some of the people that were speaking on behalf of Caltran — My father is from hungary, the first thing he was taught when he came here was english at the age of 4, now his 85. Will my parents & husband ever see the ocean? Will there be handicap access? I think you could go behind → La Conchita, ~~Dont~~ take down the hill, that Kill's people.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Lorraine Thompson dated 9/10/08

P5-1 Thank you for your comments. The Department is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities. The proposed PUC would include a ramp that is ADA compliant.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: Juanita J. Abbott DATE: 9-11-08
ADDRESS: 5285 Ogan Rd (between Linden & Casitas Pass Rd) PHONE: 805-684-2222
CITY, STATE, ZIP: Carpinteria, CA 93013-1405
E-MAIL ADDRESS: nabbott@yahoo.com

☐ I wish to speak. ☐ I would like to have the following statement filed for the record.
☑ I would like to have the following question answered:

COMMENT:

What is the layout for ramp changes between Linden and Casitas Pass Rds ? Will traffic be shuttled through residential areas ??? This would be really bad.

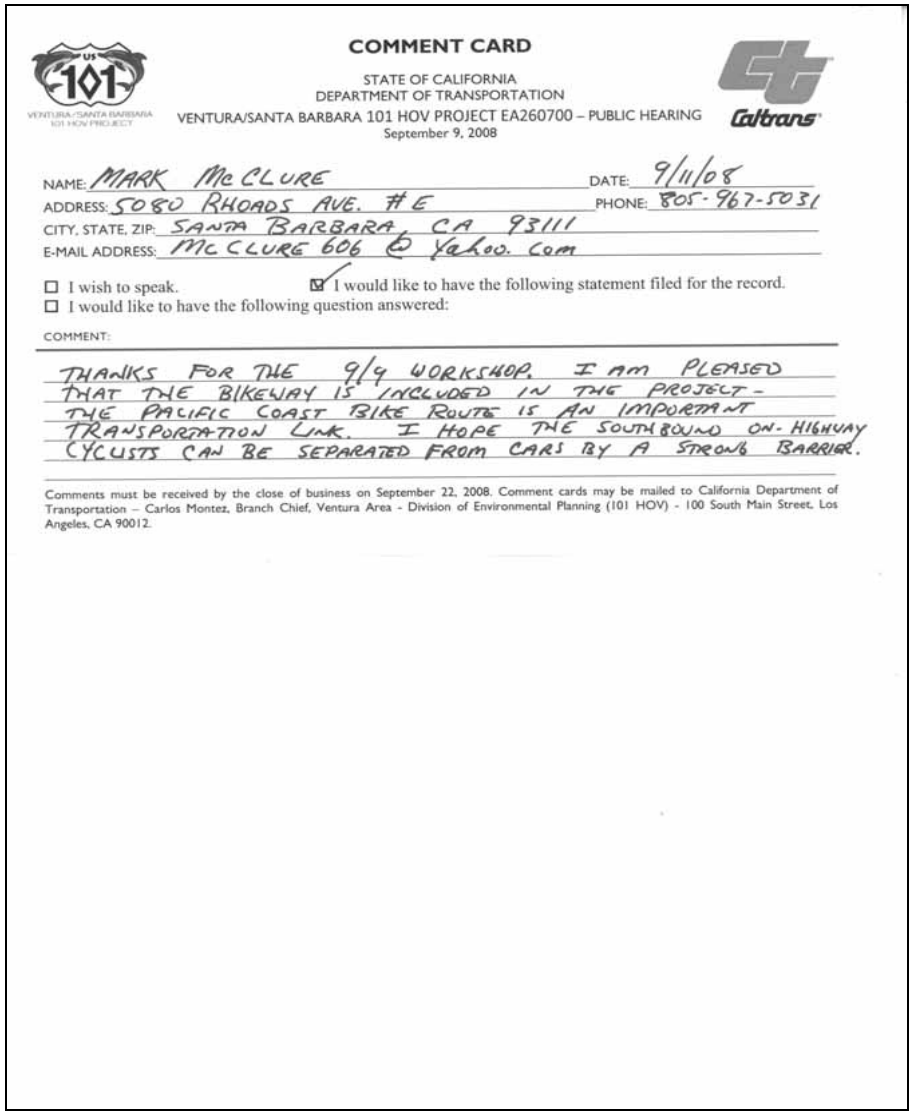
Also we definitely need the third lane, but not to be designated HOV. Lets keep the traffic with continuity of flow.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Juanita J. Abbott dated 9/11/08.

P6-1 Thank you for your comments. The Linden to Casitas Pass Interchanges Project proposes to extend the Via Real frontage road to connect Casitas Pass to Linden Avenue, so that traffic will not need to go through residential areas. The northbound 101 ramps will be reconfigured at both interchanges to provide direct access. For more information re: project alternatives, please refer to the Linden Casitas website:

http://www.dot.ca.gov/dist05/projects/linden_casitas/index.htm



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: MARK McCLURE DATE: 9/11/08
ADDRESS: 5080 RHOADS AVE. # E PHONE: 805-967-5031
CITY, STATE, ZIP: SANTA BARBARA, CA 93111
E-MAIL ADDRESS: MCCLURE606@Yahoo.com

☐ I wish to speak. ☑ I would like to have the following statement filed for the record.
☐ I would like to have the following question answered:

COMMENT:

THANKS FOR THE 9/9 WORKSHOP. I AM PLEASED THAT THE BIKEWAY IS INCLUDED IN THE PROJECT - THE PACIFIC COAST BIKE ROUTE IS AN IMPORTANT TRANSPORTATION LINK. I HOPE THE SOUTHBOUND ON-HIGHWAY CYCLISTS CAN BE SEPARATED FROM CARS BY A STRONG BARRIER.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Mark McClure dated 9/11/08.

P7-1 Thank you for your comment. Your support of the proposed bikeway improvements and bikeway suggestions have been included in the record.

September 14, 2008

Carlos Montez
Branch Chief, Ventura Area Projects-Caltrans District 7
100 S. Main Street
Los Anteles CA 90012

Dear Mr. Montez,

We attended the Public Hearing at Carpinteria Middle School on September 9 2008. Thank you for the presentation and for the opportunity for public input for the U.S. 101 Ventura/Santa Barbara HOV Project. As residents of Mussel Shoals, we would like to add the following comments as it relates to our area and the proposed project.

Please refer to the enclosed letter written to Mr. Elattar, September 1, 2007. That letter addressed three concerns. Two of the items have been determined favorably and were outlined in your presentation the other night. The third item, dealing with the construction of "sound walls" has not yet been finalized in your plan. Our impression from the meeting was that you would be polling Mussel Shoals residents for input on "sound wall" preferences. P8-1

Our home is located on Old Pacific Coast Highway and, as such, we are not members of the homeowners association for residents of Breakers Way. We would, however, be in favor of noise barriers to add a level of safety and noise reduction in our location. Some residents would like a low wall (6 ft) in our area of the curve but we are in favor of a full height construction as determined by Caltrans standards. P8-2

The second concern deals with the 101 Southbound exit and entrance into our community. The existing structures have the following deficiencies: P8-3

1. A short deceleration lane.
2. A very tight 180 degree right turn coming at the end of the off-ramp. Large vehicles serving the oil pier cannot make the turn without backing up into southbound traffic or performing a three point maneuver that blocks the intersection for a time. This makes it dangerous for other vehicles getting off the highway.
3. A short acceleration lane.
4. A narrow shoulder at the end of the acceleration lane which poses a hazard to bicyclists.

Please review the enclosed satellite images that diagram the existing problem and a possible solution by moving the exit and entrance ramps to the north end of Ocean Ave. P8-4
Thank you for your consideration. We wish you well in the project. P8-5

Dennis and Jeannette Longwill (805 667-6660)
6628 Old Pacific Coast Highway
Ventura, CA 93001

Letter from Dennis and Jeanette Longwill dated 9/14/08.

P8-1 Thank you for your comments. Your letter of 9/1/07 has been attached and included in the record, see P8-1A. Soundwall surveys were sent to Mussel Shoals affected property owners who voted by a majority response to construct SW101 and 102. Design options will be studied during final design and feasible options based upon the Noise Study report and property owners requests for variable height soundwalls will be considered.

P8-2 Your support of the soundwalls has been included in the record. The soundwall heights will be determined by the noise study recommendations, community input, design feasibility, cost, and maintenance.

P8-3 The acceleration and deceleration lanes at Mussel Shoals and La Conchita will be lengthened and shoulders widened. Design engineers explored moving the existing on and off ramps in Mussel Shoals to Ocean Avenue, but space is constrained in this area and the proposed ramps would be outside of State Right of Way and is not feasible within the scope of this project.

P8-4 see attached satellite images

P8-5 see attached satellite images

EXISTING

Southbound exit at Mussel Shoals

1 - short decelerate lane

2 - tight radius for trucks

Southbound entrance

3 - short acceleration lane

4 - narrow shoulder for vehicles and bikes

P8-4 satellite image attachment to P7

Existing access into and out of Mussel Shoals at Old PCH.

PROPOSED

① Southbound exit at Mussel Shoals
- offramp to Ocean Ave allows adequate deceleration and mitigates tight radius for trucks

② Southbound entrance
- onramp from Ocean Ave allows proper acceleration and mitigates narrow shoulder (bikes could exit offramp and enter onramp)

Sound wall

P8-5 Satellite image attached to P7

Diagram submitted to relocate access to and from Mussel Shoals at the northern end of Ocean Avenue. Design engineers explored this idea and determined there is not enough right of way available to accommodate access ramps at this location without the acquisition of properties.

Cal trans 101 - Sept 07

September 1, 2007

Mr. Aziz Elattar, Office Chief
California Department of Transportation, District 7
Division of Environmental Planning, MS16A
(SB/VEN 101 HOV Project)
100South Main Street
Los Angeles, CA 90012-3712

Dear Mr. Elattar,

We attended the Scoping Meeting in Carpinteria on August 28, 2007 and were impressed by the presentation. As residents of Mussel Shoals, we are concerned about the impact of expanding the 101 corridor that provides the only access to our home. We wish to address three issues.

1. CLOSURE OF THE LEFT TURN ACCESS FOR NORTH BOUND TRAFFIC. We are in favor of closing the intersection for safety even though it will require additional miles for us to return home from the South or to travel North on the 101. To mitigate this inconvenience it is recommended that residents of our area be allowed to use the HOV lanes at any time with or without the required number of passengers. The use of an authorization decal would be an acceptable solution. P8-1A-1

2. EMERGENCY ACCESS TO OUR COMMUNTIY. Closure of the intersection will affect access by EMS, fire or police services. The nearest fire station is only 1.25 miles to the south but the closure would add eight miles. Response time would increase by over 600%. It is recommended that a knock-down barrier or gate system be allowed for emergency service providers to turn left into our community if needed. This should be clearly marked for emergency personnel. P8-1A-2

3. HIGHER SPEEDS AND INCREASED NOISE LEVELS. An increase in noise pollution is anticipated. We are in favor a noise barrier to be erected on the south side of the 101 to buffer sound encroachment on our community. We understand that the community of La Conchita is not in favor of such a barrier as it would impact ocean views. The barrier could be used for Mussel Shoals only and as such would be much smaller in scope. A barrier could serve the dual purpose of preventing out of control vehicles from leaving the roadway and impacting homes. Some residences are currently less than 25yards from the highway. P8-1A-3

Thank you for considering these recommendations. We wish you well in the project. Please keep us informed.

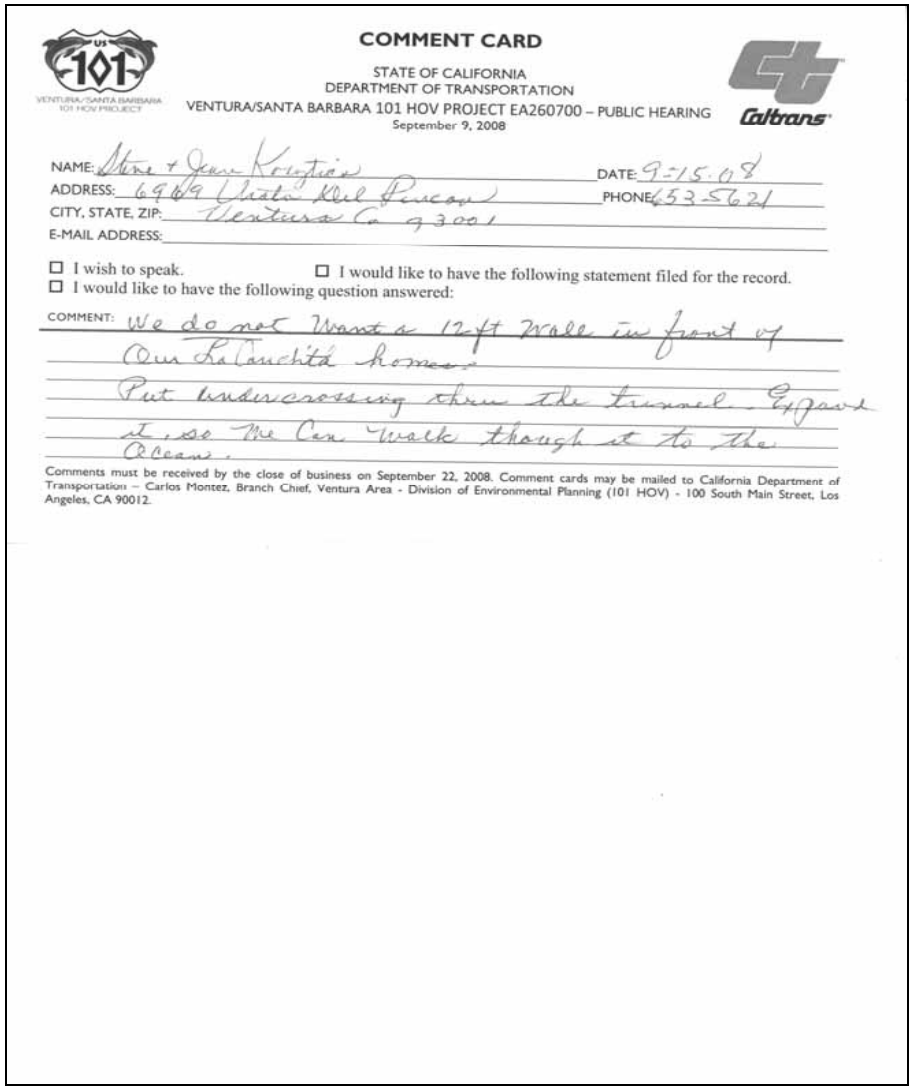
Dennis and Jeannette Longwill
6628 Old Pacific Coast Highway
Ventura, CA 93001

P8-1A Letter from Dennis and Jeanette Longwill dated 9/7/07.

P8-1A-1 According to the traffic study, closure of the medians and improved access (acceleration/deceleration lanes) at La Conchita and Mussel Shoals would provide a benefit to residents of the area. Traffic forecasts show that in the future under no build conditions, left turn movements at these medians would take more time than it would to travel to the nearest exit after project completion/build conditions. IS/EA tables 2.1.16-2.1.19

P8-1A-2 Ventura County Firestation #25 personnel were contacted in October 2008 regarding the median closure and they support the project.

P81A-3. Soundwalls 101 and 102 will be constructed in Mussel Shoals for noise abatement.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: Steve + Jean Korytics DATE: 9-15-08
ADDRESS: 6969 Vista Del Pinar PHONE 653-5621
CITY, STATE, ZIP: Ventura Ca 93001
E-MAIL ADDRESS:

☐ I wish to speak. ☐ I would like to have the following statement filed for the record.
☐ I would like to have the following question answered:

COMMENT: We do not Want a 12-ft Wall in front of Our LaConchita homes. Put undercrossing thru the tunnel - Expand it, so We Can Walk though it to the Ocean.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Steve and Jean Korytics dated 9/15/08

P9-1 Thank you for your comments. Property owners at La Conchita requested by a majority vote to not construct the soundwalls.

The pedestrian undercrossing (PUC) would be constructed concurrently with the proposed project. As discussed in the IS/EA several options are being considered for the PUC. Conversion of the existing culvert near Oxnard Avenue in La Conchita is currently being studied for feasibility and is pending UPRR approval for consideration. Final design determination on design/construction of the PUC will be addressed in the 2002 La Conchita/Mussel Shoals Access Improvement Project MND/FONSI re-validation, currently under preparation.

Breakers Way Owners Association
6746 Breakers Way
Ventura, CA 93001

September 15, 2008

Carlos J. Montez CM
Caltrans Environmental Planning
100 S. Main Street
Los Angeles, CA 90012

Re: 101 Widening Project Design Preferences.

Dear Mr.. Montez:

This is a follow up of the comments I made on behalf of the Breakers Way Owners Association at the September 9, 2008 public hearing on the EIR for the 101 widening project.

1. Sound Wall.

We have considered with specificity the design of the sound wall we very much want installed behind all the houses along Breakers Way, and have enclosed a depiction of that wall with specific heights to maximize sound attenuation where it is needed most, and to minimize the visual impairment of the view to the mountains where it is most affected. The wall design preferred starts at 8 feet in height at the north end in front of several houses (which is the minimum wall height that provides necessary sound attenuation per the Sound Study attached as Addendum F to the EIR), then steps up to 12 feet for an equal distance, and then goes to 16 feet in front of most of the two story houses on Breakers Way. That height provides the maximum sound attenuation per the above mentioned Sound. The wall then steps down to 10 feet at the northern boundary of the Adair family residence at 6711 Breakers Way and proceeds at that height until it either ends or join a continuing wall section, depending on whether the residents along Old PCH and Ocean Drive want it or not. This wall, I believe, is consistent with all your guidelines, and certainly is well within the budget, even with the full height sections, given the election of the La Conchita Community not to have a wall at all. P10-1

Letter from Kenneth M. High, Vice President Breaker's Way HOA dated 9/15/08

P10-1 Thank you for your comment. A variable height soundwall can be constructed as long as it meets the 5 dBA noise reduction criteria and a majority of the affected property owners are supportive.

Carlos J. Montez
September 15, 2008
Page 2 of 3

As I mentioned at the hearing, the Sound Study determined the sound attenuation provided by various wall heights and locations AT GROUND LEVEL, because that is the protocol for such studies. However, just because Cal Trans only is required to study existing and future sound levels at ground level, does not mean it should ignore the fact that existing structures directly adjacent to the proposed wall have bedrooms on the second story, when deciding what wall height to build. It is obvious that in this situation the maximum wall height studied at 16 feet will provide the best sound attenuation where those structures need it the most, which is NOT at ground level. A diagram showing the wall height is attached. P10-2

With respect to the method of constructing the wall, our concern is that it be designed to withstand the impact from large trucks which have left the highway before and will leave the highway again given the sharpness of the curve. However, the top section (above the impact zone) would best be constructed using plexi-glass as was discussed by you at the meeting at Doug Otto's home several months ago. That would provide the sound attenuation, without obstructing the view from the back yards of houses toward the mountains. P10-3

This letter was revised after receipt of a letter from Janice Adair to you dated September 16, 2008, which was sent in the erroneous belief that this letter had already been sent. Therefore, the concerns expressed in that letter have already been incorporated in this letter so there is no inconsistency for you to deal with.

2. Barrier for Ocean Side Bike Lane.

We want to again caution Cal Trans that we believe it inappropriate to provide the rest of the public with a safe barrier protected bike lane on the east side of the highway while leaving the residents of Mussel Shoals with no choice other than to use an unprotected highway shoulder on the highway side of cars, which will continue to park for recreational purposes in the "Emergency Parking Only" designated areas. That subjects our residents alone to the hazards of riding adjacent to this highway. And, again we believe it is incumbent on Cal Trans to consider and analyze the feasibility of providing this barrier as a separate alternative. As the EIR now reads this mitigation is not mentioned at all, as if someone determined that it so infeasible that it did not even deserve to be mentioned. That is not allowed under CEQUA where all feasible alternatives must be studied, and the basis for determining that other alternatives are infeasible must be discussed. And, it would appear that at least under the maximum build alternative and probably the other alternatives as well, there is room for a barriered bike lane, albeit perhaps not a full 8 feet wide. If Cal Trans is electing not to include a barrier just to facilitate access to the beach by people illegally parking in the emergency only parking (so there is no meaningful change in the status quo that would be and was objected to by the Surfrider Foundation and others), then small breaks in the barrier could be provided to accommodate that access without P10-4

P10-2 As for noise measurements on the second story, it is not Caltrans practice to conduct noise testing on the second floor. Now due to topography of the area, if a higher soundwall happens to provide some noise reduction to the second story, then this higher wall may be considered as long as it is within reasonable cost allowance and meets other non-acoustical standards.

P10-3 Design and construction of the Soundwalls would comply with Caltrans Highway Design and Construction Manual guidelines.

P10-4 The Full Build Alternative was determined not to be feasible within the scope of this project due to lack of available space within state right of way, impacts to endangered species, and extensive negotiation with the utility companies and the railroad for temporary easements.

jeopardizing the safety of Mussel Shoals residents using the bike lane. Of course, that would not be needed south of Mussel Shoals where there is no way to access the beach in any case due to the height of the highway.

Moreover, if a barrier were determined to be infeasible at points north of the undercrossing into La Conchita or south of Mussel Shoals, at the very least, Mussel Shoals residents should be provided a safe means of biking in and out of the community by way of a barriered bike lane on the ocean side of the highway north to the La Conchita undercrossing, with a walk way down the rocks to the entrance, so bikers could get to the Class I bikeway east of the highway via the undercrossing for further travel both north and south. P10-4

3. Mussel Shoals Exit Location.

With respect to the concept of moving the deceleration lane northward, and the freeway exit to Ocean Dr., keep in mind that this would be considered a good idea, ONLY IF it could be accomplished with improvements located within the existing highway fenced area behind the houses east of Breakers Way, which would be possible, I think, only and based on prohibiting stopping at any time on a narrowed or perhaps non-existent shoulder and using a bike lane barrier along the deceleration lane. If this would require any minor additional right of way at the end of Ocean from the County, then we would be happy to provide any assistance we could to facilitate that right of way acquisition from the County. P10-5

Of course, if this alternate is determined to be infeasible, the EIR should explain why, and then we would support the lengthened deceleration and acceleration lanes and road widening as proposed.

4. HOV Lane

With respect to the HOV lane use, based on the persuasive arguments made at the hearing, we are of the opinion that traffic congestion will be best relieved for a longer term by having a full 6 lane highway with no HOV lane at all. However, if funding or other considerations would jeopardize or delay the project without HOV lanes, then we support their use at peak week day hours. P10-6

Thank you for all your efforts and for listening to our concerns. Please send me the Final EIR when it is circulated.

Very truly yours,

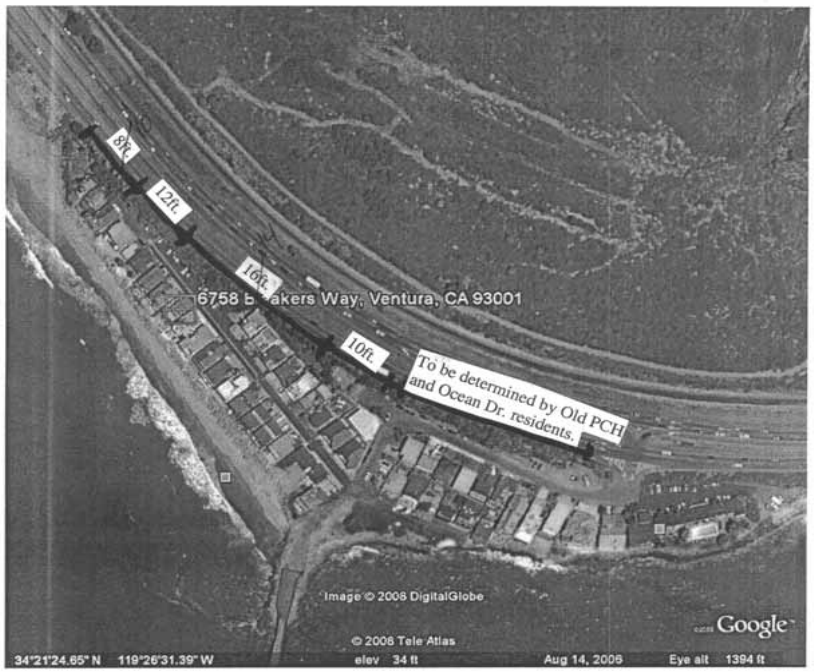
BREAKERS WAY OWNERS ASSOCIATION

Kenneth M. High,
Vice President

P10-5 Design engineers explored moving the existing on and off ramps to Ocean Avenue, but there is not enough space within State Right of Way to accommodate ramps at this location.

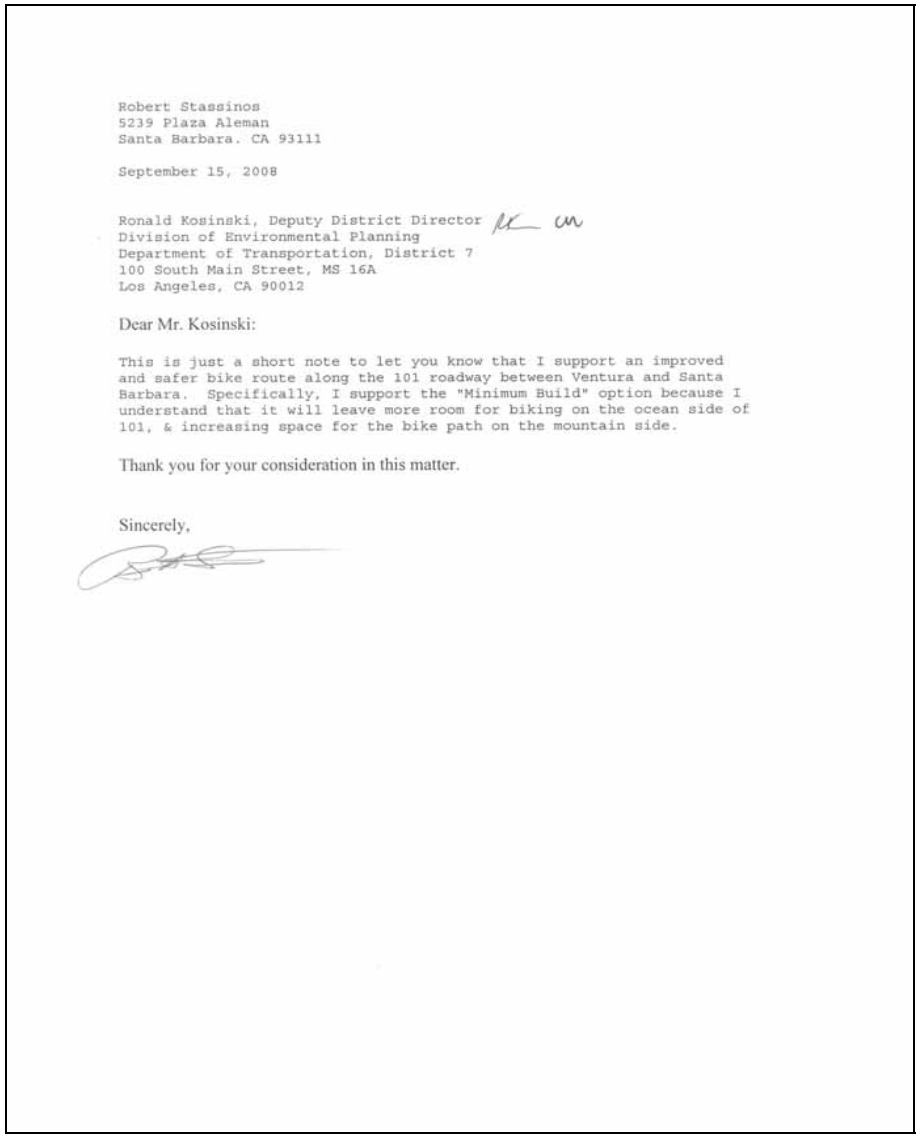
P10-6 The additional carrying capacity of an HOV lane was considered in the decision to use an HOV lane to relieve congestion. See IS/EA Chapter 1, Section 1.1 under Background. VCTC and SBCAG CMP.

P10 Attachment to Kenneth High's letter aerial view of Mussel Shoals



P10 Attachment to Ken High's letter

Aerial view of Mussel Shoals



Robert Stassinos
5239 Plaza Aleman
Santa Barbara. CA 93111

September 15, 2008

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

This is just a short note to let you know that I support an improved and safer bike route along the 101 roadway between Ventura and Santa Barbara. Specifically, I support the "Minimum Build" option because I understand that it will leave more room for biking on the ocean side of 101, & increasing space for the bike path on the mountain side.

Thank you for your consideration in this matter.

Sincerely,

Letter from Robert Stassinos dated 9/15/08

P11-1 Thank you for your comment. Your support of the Minimum Build Alternative and bikeway improvements has been included in the record.

MICHAEL AND LIZ CAREY

3958 Cresthaven Drive
Westlake Village, Ca 91362
Phone: (805) 778-1708
Fax: (805) 778-1718
Cell: (805) 907-2850
michaelcarey@adelphia.net
LZCAREY@AOL.COM

September 15, 2008

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS 16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

I am writing to encourage CalTrans to be considerate of bicyclists in connection with the proposed widening of the 101 between Ventura and Santa Barbara, and in particular to include the 2 direction bikepath between Bates Road and the old Rincon Highway. I understand this may be more likely if CalTrans can deepen the culvert currently used by La Conchita residents so that there is less likelihood of a conflict between pedestrian and bicyclist needs for the proposed pathway. I would also be in favor of the proposed "Minimum Build" over the proposed "Full Build".

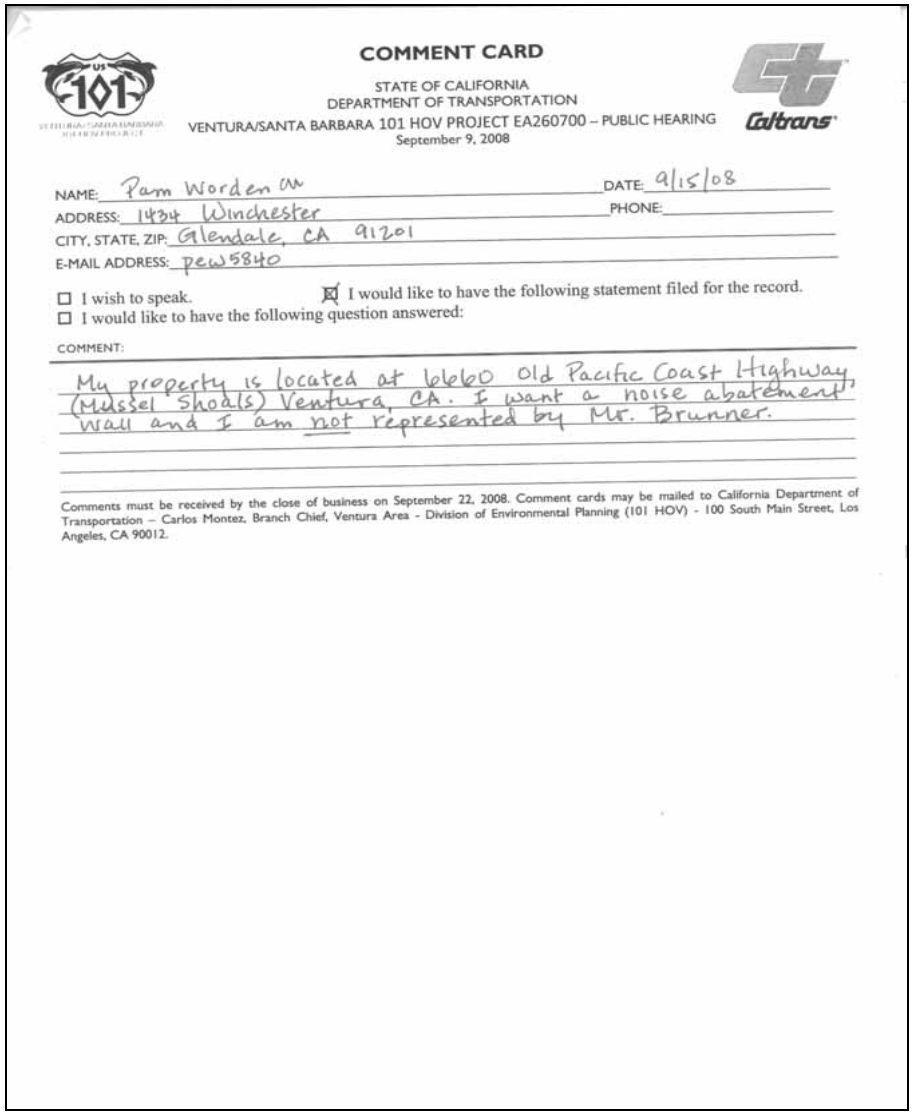
Thank you for your consideration.

Yours Sincerely

Michael F. Carey

Letter from Michael and Liz Carey dated 9/15/08

P12-1 Thank you for your comment. The Minimum Build Alternative with Bikeway Option B has been identified as the Preferred Alternative. Your support of this alternative has been included in the record.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: Pam Worden CM DATE: 9/15/08
ADDRESS: 1434 Winchester PHONE:
CITY, STATE, ZIP: Glendale, CA 91201
E-MAIL ADDRESS: pew5840

☐ I wish to speak. ☒ I would like to have the following statement filed for the record.
☐ I would like to have the following question answered:

COMMENT:

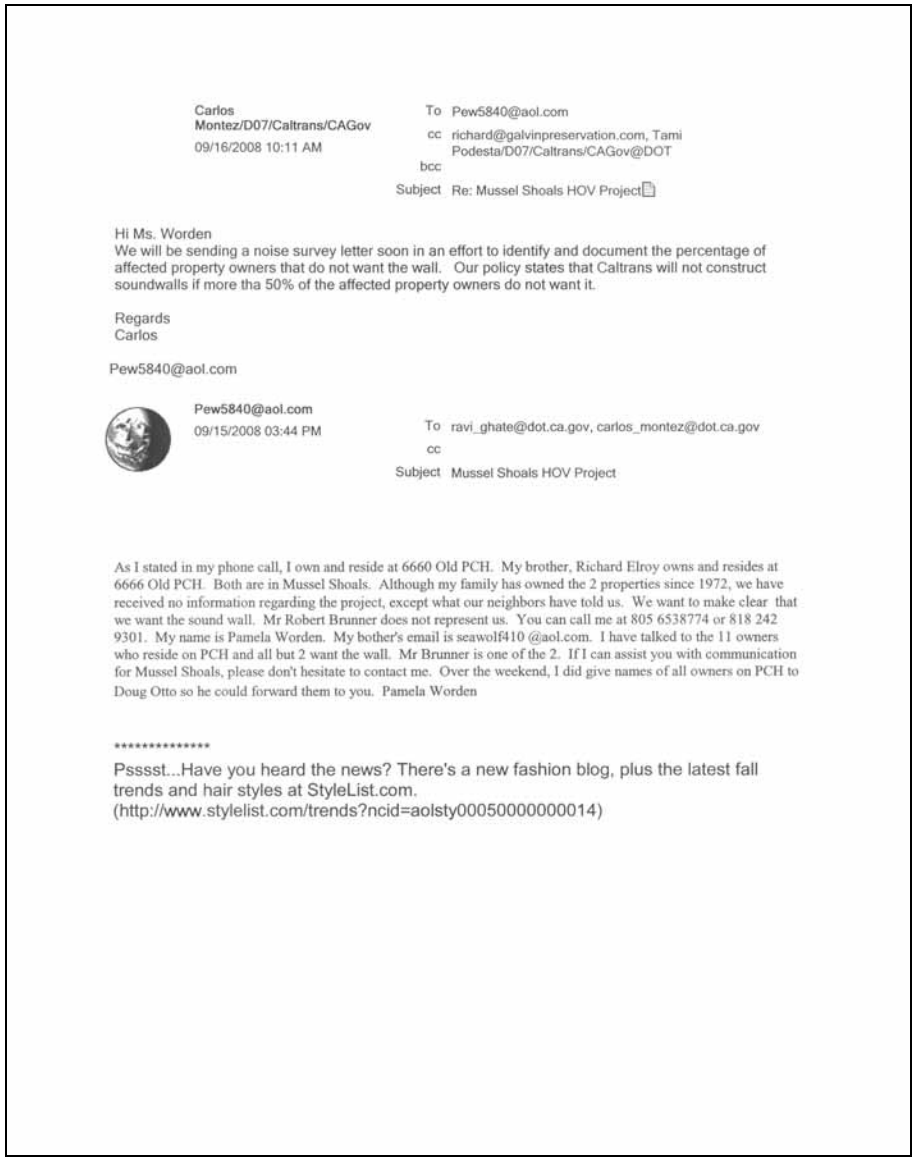
My property is located at 6660 Old Pacific Coast Highway, (Mussel Shoals) Ventura, CA. I want a noise abatement wall and I am not represented by Mr. Brunner.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Pam Worden dated 9/15/08

P13-1 Thank you for your comment. Your desire for soundwalls in Mussel Shoals has been included in the record.

Soundwall surveys were sent to affected property owners at Mussel Shoals, on September 24, 2008 and affected property owners voted by majority to construct SW101 and 102 in Mussel Shoals.



Carlos Montez/D07/Caltrans/CAGov
09/16/2008 10:11 AM

To Pew5840@aol.com
cc richard@galvinpreservation.com, Tami Podesta/D07/Caltrans/CAGov@DOT
bcc
Subject Re: Mussel Shoals HOV Project

Hi Ms. Worden
We will be sending a noise survey letter soon in an effort to identify and document the percentage of affected property owners that do not want the wall. Our policy states that Caltrans will not construct soundwalls if more tha 50% of the affected property owners do not want it.

Regards
Carlos

Pew5840@aol.com

Pew5840@aol.com
09/15/2008 03:44 PM

To ravi_ghate@dot.ca.gov, carlos_montez@dot.ca.gov
cc
Subject Mussel Shoals HOV Project

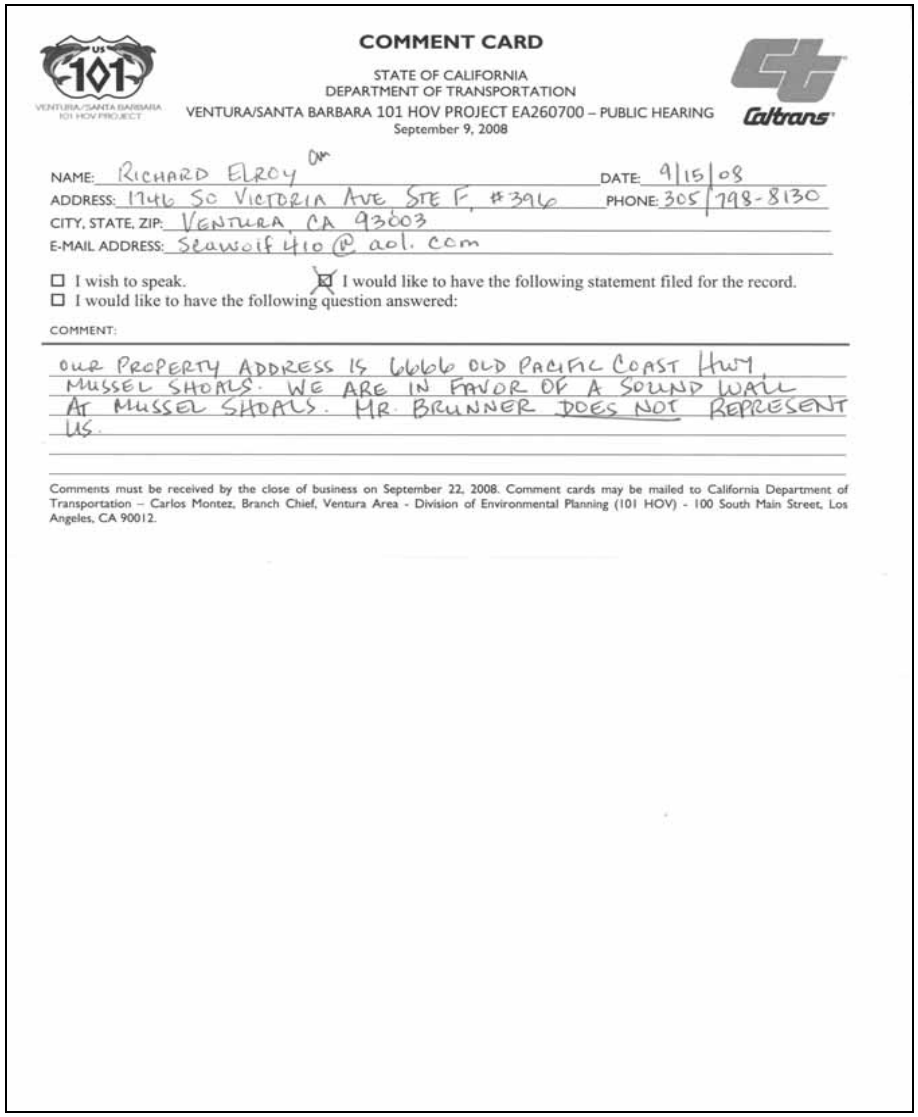
As I stated in my phone call, I own and reside at 6660 Old PCH. My brother, Richard Elroy owns and resides at 6666 Old PCH. Both are in Mussel Shoals. Although my family has owned the 2 properties since 1972, we have received no information regarding the project, except what our neighbors have told us. We want to make clear that we want the sound wall. Mr Robert Brunner does not represent us. You can call me at 805 6538774 or 818 242 9301. My name is Pamela Worden. My bother's email is seawolf410 @aol.com. I have talked to the 11 owners who reside on PCH and all but 2 want the wall. Mr Brunner is one of the 2. If I can assist you with communication for Mussel Shoals, please don't hesitate to contact me. Over the weekend, I did give names of all owners on PCH to Doug Otto so he could forward them to you. Pamela Worden

****
Pssst...Have you heard the news? There's a new fashion blog, plus the latest fall trends and hair styles at StyleList.com.
(http://www.stylelist.com/trends?ncid=aolsty00050000000014)

Email from Pamela Worden dated 9/15/08

P14-1 Thank you for your comment. Soundwall surveys were sent to affected property owners at Mussel Shoals, on September 24, 2008 and affected property owners voted by majority to construct SW101 and 102 in Mussel Shoals.

We have updated our project mailing list.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: RICHARD ELROY OR DATE: 9/15/08
ADDRESS: 1746 SO VICTORIA AVE STE F, #396 PHONE: 305/798-8130
CITY, STATE, ZIP: VENTURA, CA 93003
E-MAIL ADDRESS: SEAWOIF410@aol.com

☐ I wish to speak. ☒ I would like to have the following statement filed for the record.
☐ I would like to have the following question answered:

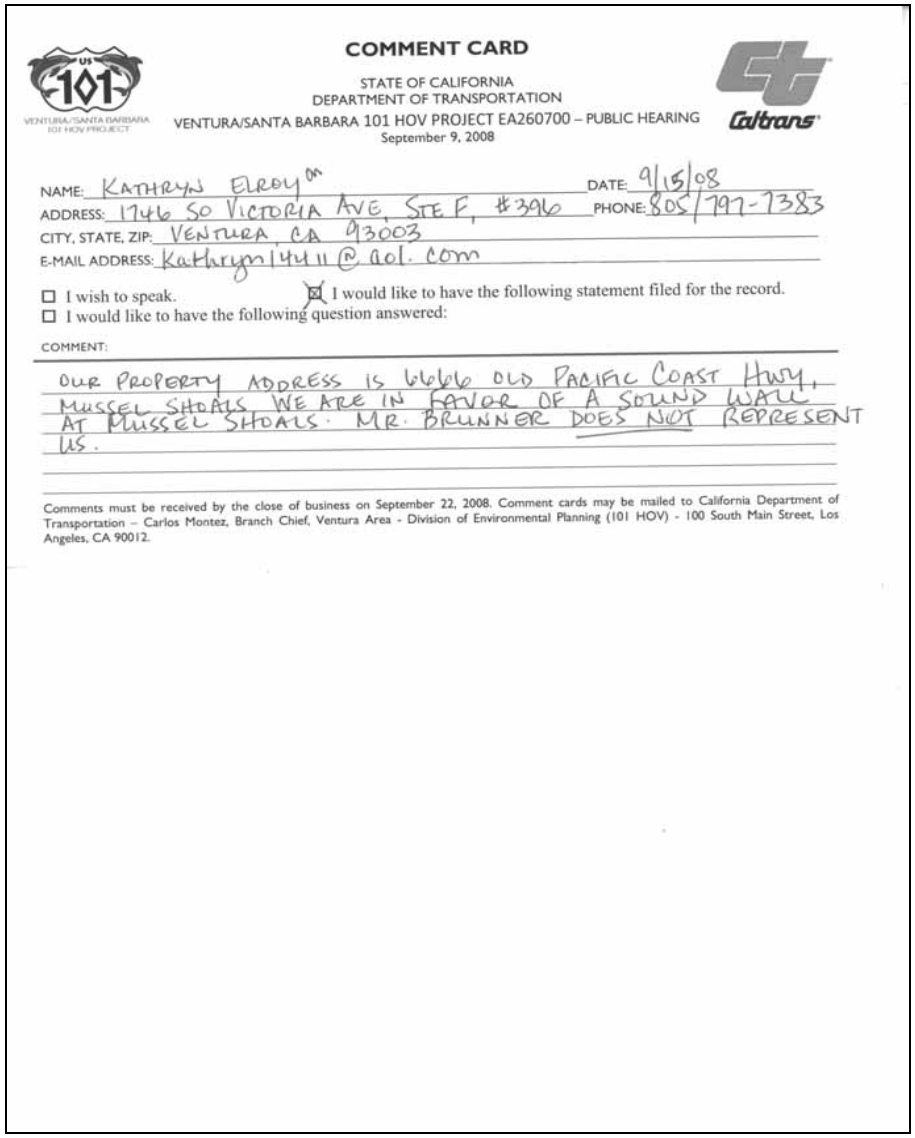
COMMENT:

OUR PROPERTY ADDRESS IS 6666 OLD PACIFIC COAST HWY, MUSSEL SHOALS. WE ARE IN FAVOR OF A SOUND WALL AT MUSSEL SHOALS. MR. BRUNNER DOES NOT REPRESENT US.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Richard Elroy dated 9/15/08.

P15-1 Thank you for your comment. Your support for soundwalls in Mussel Shoals has been included in the record. Soundwall surveys were sent to affected property owners at Mussel Shoals, on September 24, 2008 and affected property owners voted by majority to construct SW101 and 102 in Mussel Shoals.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: KATHRYN ELROY DR DATE: 9/15/08
ADDRESS: 1746 SO VICTORIA AVE, STE F, #396 PHONE: 805/797-7383
CITY, STATE, ZIP: VENTURA, CA 93003
E-MAIL ADDRESS: Kathryn14411@aol.com

☐ I wish to speak.
☒ I would like to have the following statement filed for the record.
☐ I would like to have the following question answered:

COMMENT:

OUR PROPERTY ADDRESS IS 6666 OLD PACIFIC COAST HWY, MUSSEL SHOALS WE ARE IN FAVOR OF A SOUND WALL AT MUSSEL SHOALS. MR. BRUNNER DOES NOT REPRESENT US.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Kathryn Elroy dated 9/15/08

P16-1 Thank you for your comment. Your desire for soundwalls in Mussel Shoals has been included in the record. Soundwall surveys were sent to affected property owners at Mussel Shoals, on September 24, 2008 and affected property owners voted by majority to construct SW101 and 102 in Mussel Shoals.

September 16, 2008

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 So. Main Street, MS-16A
Los Angeles, CA 90012

RECEIVED
SEP 22 2008

Re: Comments-Ven/SB 101 HOV Project

We would like to make the following comments regarding this project. We have resided in the community of Mussel Shoals and own rental property in La Conchita since 1972.

We are once again concerned about the construction to 101 along the unsafe roadway at La Conchita. The hill has not been repaired to prevent another slide such as the first slide that came onto 101 and damaged cars on 1/10/05. It is still amazing that no one on the freeway was injured driving northbound that morning. What will stop another slide from doing more damage? What about the liability for this possible event? P17-1

Reconsider using HOV lanes. We do not have bus service to our area (north of Ventura city, south of Carpinteria city). By the time this project is completed we will need the full use of a third lane during commute hours (6AM-9AM and 3PM-7PM). Keeping the heavy commute times limited to 2 lanes will only become complete gridlock by 2012. If the HOV lane is proposed what about traffic from Ventura to the Seacliff off ramp-it is not required there. Due to none availability of bus nor metrolink transportation through this area we are opposed to this wasteful use of an HOV lane. Also overhead sign location will need to be safely placed far from the lanes. Currently there is an overhead street light erected along 101 northbound at Mussel Shoals that has been knocked over by a vehicle. This light has been lying down along 101 for at least 1-2 years even with repeated calls for repair to Cal Trans. P17-2

We are in favor of locating the PUC in La Conchita at the Oxnard or Bakersfield Street locations. The more southerly locations are located too close to the busy on ramp into town and the RR crossing. Where will the public park to use the PUC? If the PUC was located near the northerly side of town the parcel of land acquired recently that now grows avocados could be used for parking. Will restrooms and trash removal be available to the public and maintained? P17-3

Another concern is the southbound lanes along the stretch from Rincon to Mussel Shoals. In the hearing it was mentioned that the bikers can still use the shoulder to ride on. Also mentioned that this area will be an unmarked lesser shoulder area. So you could park along there "you'll get a ticket" and it won't be safe for parking nor bikes. We are against removing any safe parking along that stretch-it has been used for many, many years for parking-there will be very limited parking in the town of La Conchita. P17-4

Letter sent from Robert and Janet Brunner dated 9/16/08.

P17-1 Thank you for your comments. Your concerns have been included in the record.

P17-2 The additional carrying capacity of an HOV lane was considered in the decision to use an HOV lane to relieve congestion. See IS/EA Chapter 1, Section 1.1 under Background. VCTC and SBCAG CMP.

P17-3 The PUC option near Oxnard Avenue is being studied for feasibility and is currently under review by UPRR for coordination and approval. Caltrans and the County can work together to obtain grants for further improvements, if necessary.

P17-4 The operational characteristics of the southbound shoulders in this area of the U.S. 101 would not change as a result of this project.

For the community of Mussel Shoals we ask you to revisit your plan and relocate the off ramp southbound into the community to come off at Ocean Ave. This would alleviate the large trucks having such difficulty making the turn at the current off ramp. Many tourists now stop at the top of the entrance not deciding where to go-left or right. This has become a dangerous situation for those needing to enter the community. Also due to the substandard curve on 101 many cars have driven into the Cliff House Inn and nearby residents garage causing substantial damage, it is amazing that no one yet has been killed with these cars flying off the freeway. Also the new on ramp would force the bikers to pull off 101, use Old PCH and then enter 101 again at the exit (this would keep bikers out of the vehicles path when entering 101). We do however request that when large bicycle events (races) are planned that they been requested to use only the northbound route. These events can include 2,000 bikers.

P17-5

Finally we do not want sound walls located from Ocean Avenue south to the Cliff House Inn, we would be fine with a K-rail or an architectural enhanced 4 foot barrier (with a wave pattern or such) if required. If those wanting sound walls north of this location they have every right to want them for safety. We want to keep our view of the mountains and also need to be able to see if 101 is stopped or not southbound prior to driving up the exit to leave. Sound walls are ugly and invite graffiti. We currently have graffiti in our neighborhood on signs, poles and even large beach rock-we do not need to offer them more to deface.

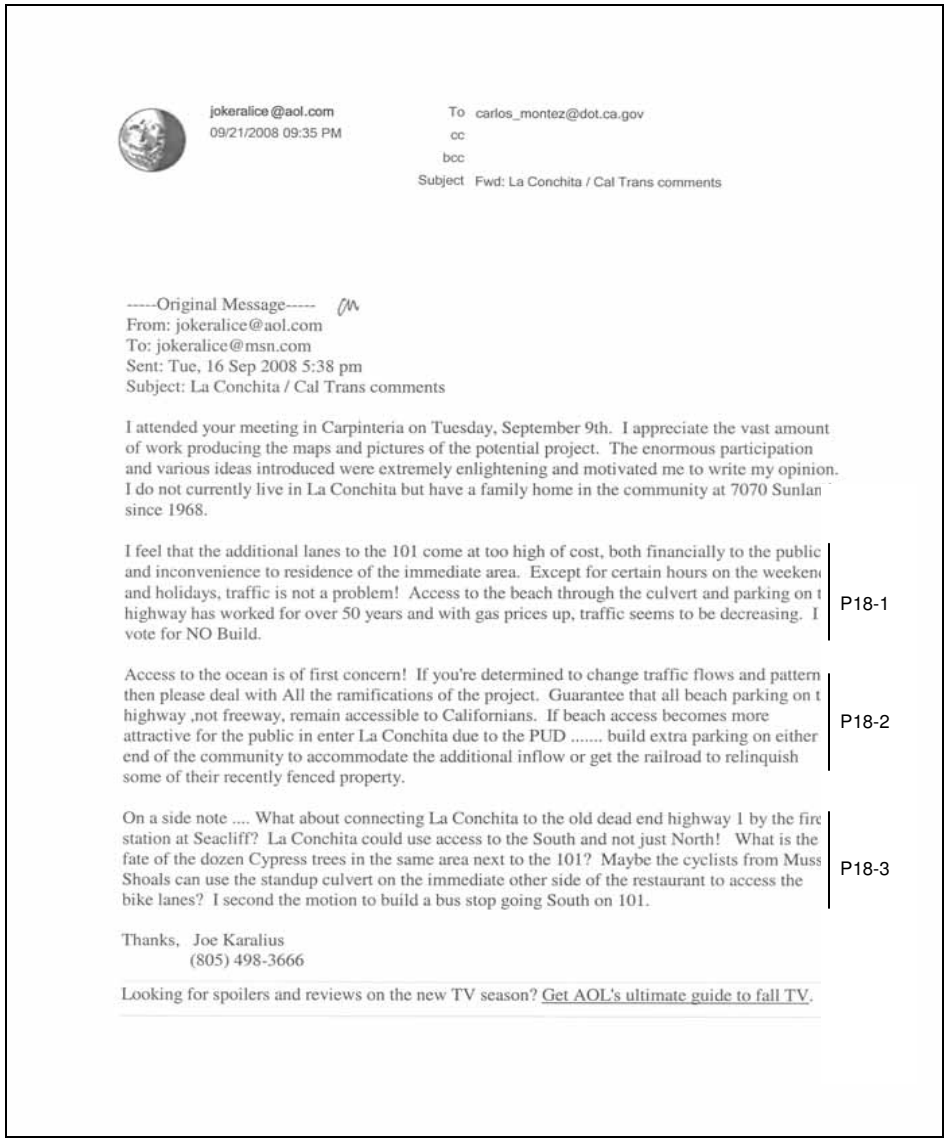
P17-6

Final note: Robert Brunner has been on 4 previous community boards regarding Cal Trans' many versions of proposed improvements to 101 along this corridor since 1972.

Robert and Janet Brunner
6640 Old Pacific Coast Hwy.
Ventura, CA 93001
805-648-6334

P17-5 Design engineers explored moving the existing on and off ramps to Ocean Avenue, but there is not enough space within State Right of Way to accommodate ramps at this location.

P17-6 Soundwall surveys were sent to affected property owners on September 24, 2008. A variation of SW102, an option for no soundwall from Ocean Avenue to the Cliff House Inn was provided as option SW102a. Soundwall surveys were sent to affected property owners at Mussel Shoals, on September 24, 2008 and affected property owners voted by majority to construct SW101 and 102 in Mussel Shoals.



jokeralice @aol.com
09/21/2008 09:35 PM

To carlos_montez@dot.ca.gov
cc
bcc
Subject Fwd: La Conchita / Cal Trans comments

-----Original Message-----
From: jokeralice@aol.com
To: jokeralice@msn.com
Sent: Tue, 16 Sep 2008 5:38 pm
Subject: La Conchita / Cal Trans comments

I attended your meeting in Carpinteria on Tuesday, September 9th. I appreciate the vast amount of work producing the maps and pictures of the potential project. The enormous participation and various ideas introduced were extremely enlightening and motivated me to write my opinion. I do not currently live in La Conchita but have a family home in the community at 7070 Sunlan since 1968.

I feel that the additional lanes to the 101 come at too high of cost, both financially to the public and inconvenience to residence of the immediate area. Except for certain hours on the weeken and holidays, traffic is not a problem! Access to the beach through the culvert and parking on t highway has worked for over 50 years and with gas prices up, traffic seems to be decreasing. I vote for NO Build. P18-1

Access to the ocean is of first concern! If you're determined to change traffic flows and pattern then please deal with All the ramifications of the project. Guarantee that all beach parking on t highway ,not freeway, remain accessible to Californians. If beach access becomes more attractive for the public in enter La Conchita due to the PUD ..... build extra parking on either end of the community to accommodate the additional inflow or get the railroad to relinquish some of their recently fenced property. P18-2

On a side note .... What about connecting La Conchita to the old dead end highway 1 by the fire station at Seacliff? La Conchita could use access to the South and not just North! What is the fate of the dozen Cypress trees in the same area next to the 101? Maybe the cyclists from Muss Shoals can use the standup culvert on the immediate other side of the restaurant to access the bike lanes? I second the motion to build a bus stop going South on 101. P18-3

Thanks, Joe Karalius
(805) 498-3666

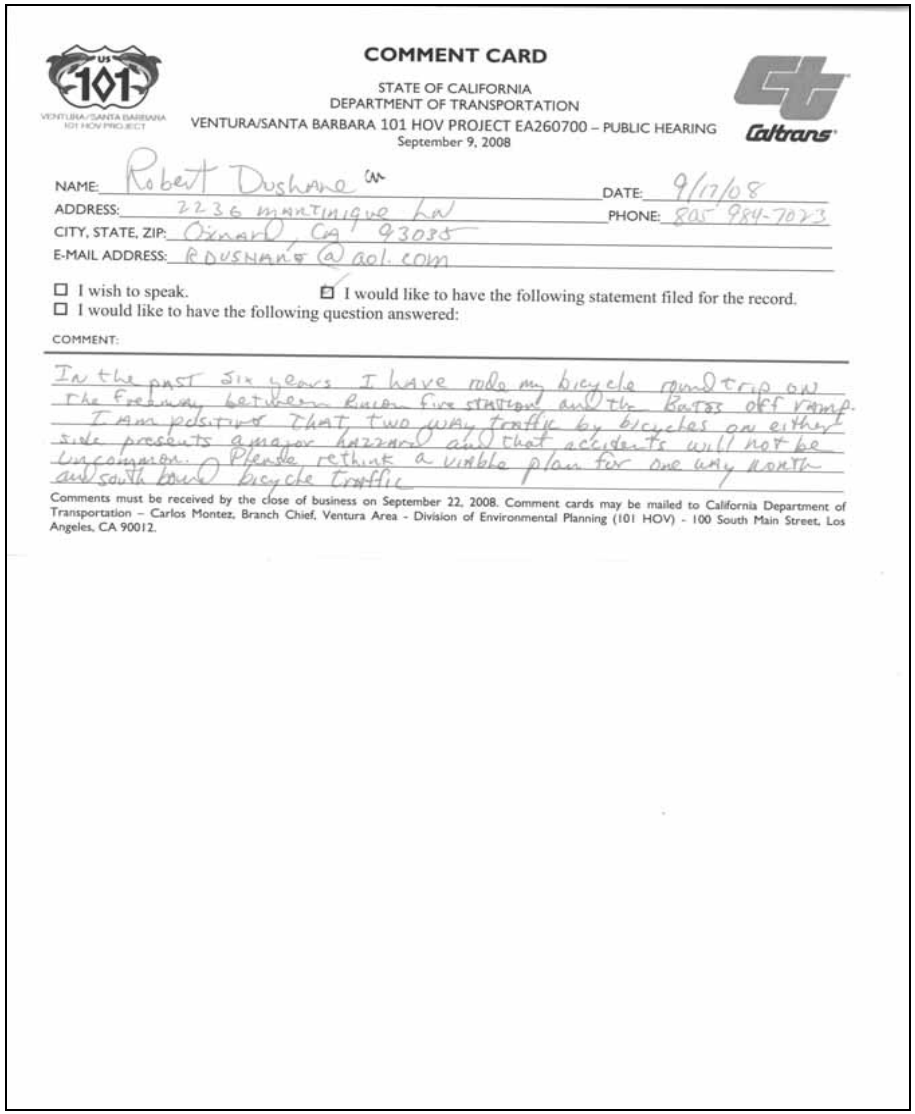
Looking for spoilers and reviews on the new TV season? Get AOL's ultimate guide to fall TV.

Email sent by Joe Karalius on 9/21/08

P18-1 Thank you for your comments. Your support of the No Build Alternative has been included in the record.

P18-2 The current parking conditions along the southbound U.S. 101 would not change as a result of this project. Caltrans and the County can work together to obtain grants for further improvements if necessary.

P18-3 Construction of a frontage road connecting La Conchita to Old PCH was analyzed in the 2002 La Conchita/Mussel Shoals Access Improvement Project MND/FONSI.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: Robert Dushane
DATE: 9/17/08
ADDRESS: 2236 martinique Ln
PHONE: 805 984-7023
CITY, STATE, ZIP: Oxnard, CA 93035
E-MAIL ADDRESS: RDUSHANE@aol.com

☐ I wish to speak. ☑ I would like to have the following statement filed for the record.
☐ I would like to have the following question answered:

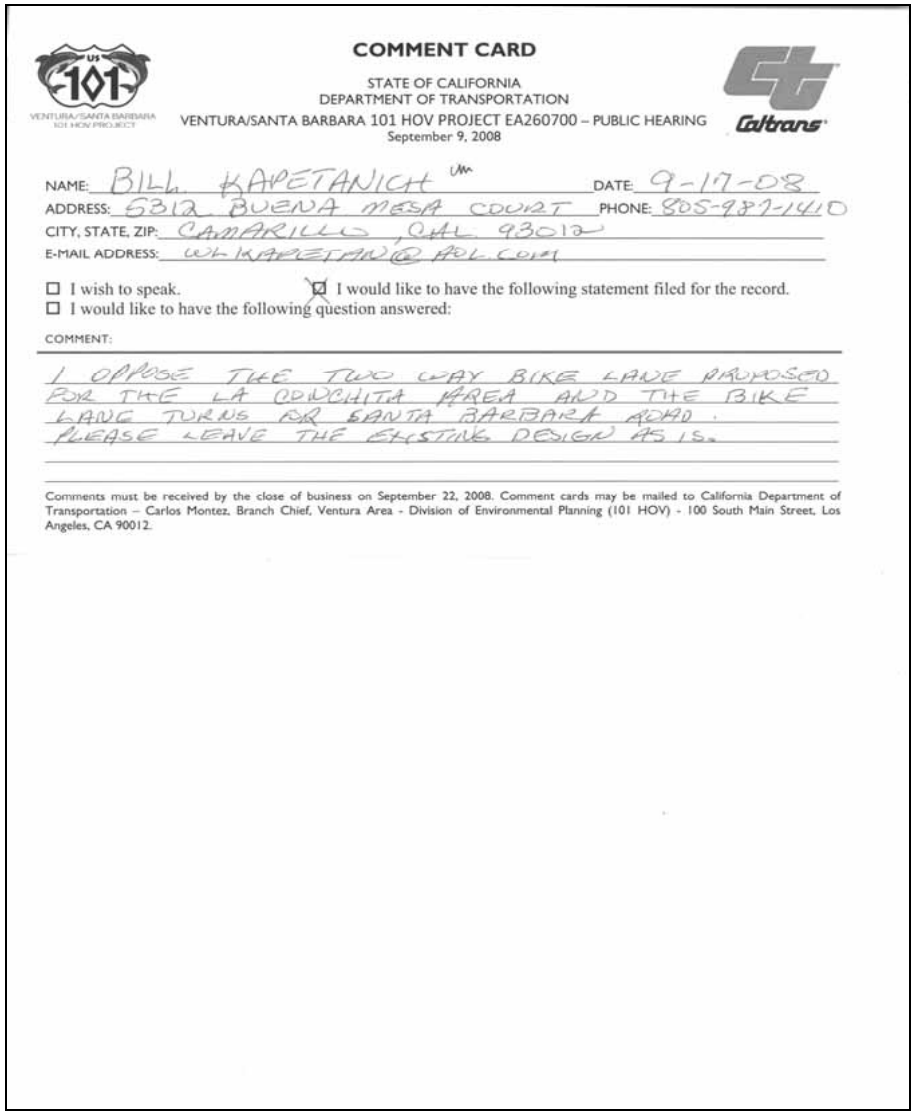
COMMENT:

In the past Six years I have ride my bicycle round trip on the freeway between Rice five station and the Rose off ramp. I am positive that two way traffic by bicycles on either side presents a major hazard and that accidents will not be uncommon. Please rethink a viable plan for one way north and south bound bicycle traffic

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Robert Dushane dated 9/17/08

P19-1 Thank you for your comment. Your concern regarding a two way bikeway and support of Bikeway Option A (no change to existing facility) has been included in the record.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: BILL KAPETANICH
DATE: 9-17-08
ADDRESS: 5312 BUENA MESA COURT
PHONE: 805-987-1410
CITY, STATE, ZIP: CAMARILLO, CAL. 93012
E-MAIL ADDRESS: WLKAPETAN@AOL.COM

☐ I wish to speak.
☒ I would like to have the following statement filed for the record.
☐ I would like to have the following question answered:

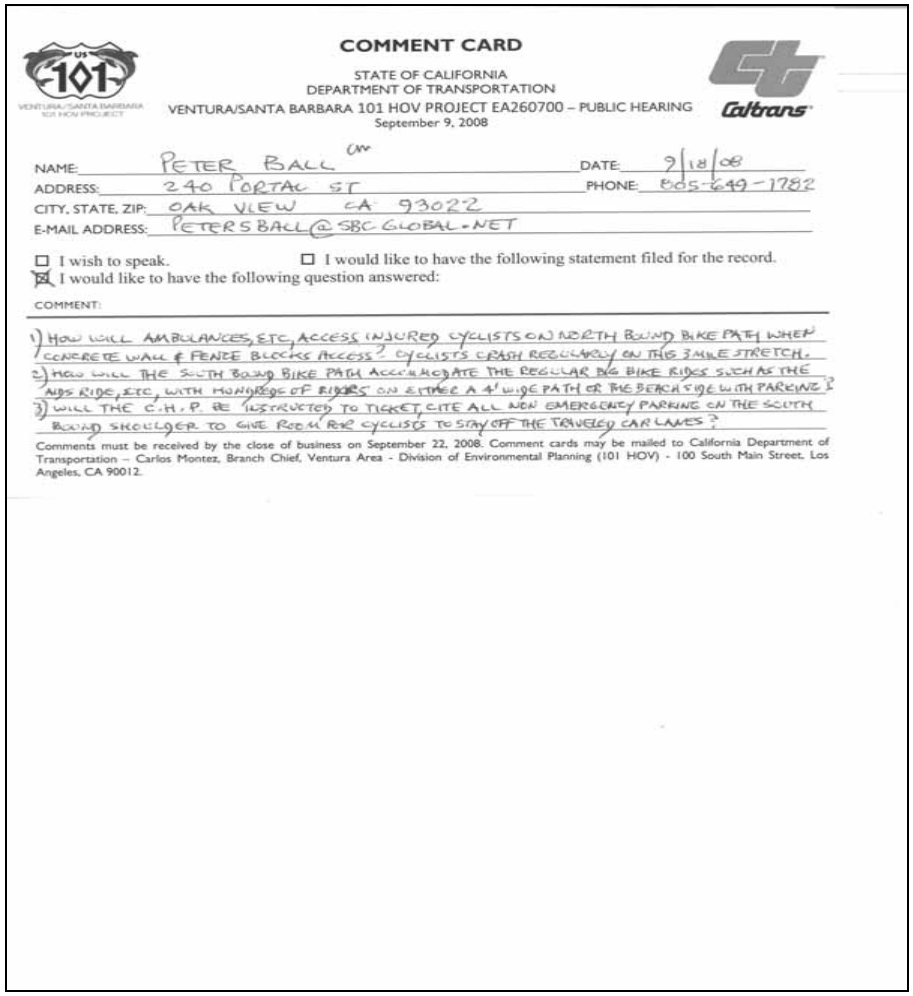
COMMENT:

I OPPOSE THE TWO WAY BIKE LANE PROPOSED FOR THE LA CONCHITA AREA AND THE BIKE LANE TURNS ON SANTA BARBARA ROAD. PLEASE LEAVE THE EXISTING DESIGN AS IS.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Bill Kapetich dated 9/17/08.

P20-1 Thank you for your comment. Your opposition to a two-way bikeway and support of Bikeway Option A (no change to existing facility) has been included in the record.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: PETER BALL (cw) DATE: 9/18/08
ADDRESS: 240 PORTAL ST PHONE: 805-649-1782
CITY, STATE, ZIP: OAK VIEW CA 93022
E-MAIL ADDRESS: PETERSBALL@SBCGLOBAL.NET

☐ I wish to speak. ☐ I would like to have the following statement filed for the record.
☒ I would like to have the following question answered:

COMMENT:

1) HOW WILL AMBULANCES, ETC, ACCESS INJURED CYCLISTS ON NORTH BOUND BIKE PATH WHEN CONCRETE WALL & FENCE BLOCKS ACCESS? CYCLISTS CRASH REGULARLY ON THIS 3 MILE STRETCH.
2) HOW WILL THE SOUTH BOUND BIKE PATH ACCOMMODATE THE REGULAR BIG BIKE RIDES SUCH AS THE AIDS RIDE, ETC, WITH HUNDREDS OF RIDERS ON EITHER A 4' WIDE PATH OR THE BEACH SIDE WITH PARKING?
3) WILL THE C.H.P. BE INSTRUCTED TO TICKET, CITE ALL NON EMERGENCY PARKING ON THE SOUTH BOUND SHOULDER TO GIVE ROOM FOR CYCLISTS TO STAY OFF THE TRAVELED CAR LANES?

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

Comment card sent in by Peter Ball dated 9/18/08.

P21-1 Thank you for your comments. Emergency access will be considered in designing the features of the proposed bikeway.

P21-2 For organizations that sponsor large cycling events, such as the AIDs ride, Caltrans would close a traffic lane to accommodate cyclists.

P21-3 Caltrans does not have jurisdiction over the CHP. The Minimum Build Alternative does not propose to change the operational characteristics of the shoulders on the southbound side of the U.S. 101 between Bates Road and Mussel Shoals.

Chris Provenzano-Chernof
6648 Old Pacific Coast Hwy.
Mussel Shoals, CA 93001

September 19, 2008

RECEIVED
SEP 22 2008

Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Department of Transportation, District 7
100 S. Main Street MS-16A
Los Angeles, CA 90012

Dear Mr. Kosinski:

I attended the September 9, 2008 Ventura/Santa Barbara 101 HOV project public hearing. Thank you for the presentation of proposed project alternatives that affect my community. As an owner/occupant of Mussel Shoals for over 20 years, any changes to the area extremely important to me.

The Highway 101 median at Mussel Shoals providing ingress and egress is a poor design, unsafe and should be closed. Additionally, I would like to see the same closure at La Conchita. P22-1

Building an HOV lane is not the best solution to our traffic problem and does not benefit rush hour commuter traffic. There is no HOV lane in Ventura, Carpinteria or Santa Barbara connecting to the proposed HOV lane, and I believe funds could be directed to a better use and question the planning reasoning. Commuter traffic during morning and evening traffic consists of many single-occupancy vehicles. To place HOV-lane restrictions on that center lane would not improve traffic flow. Additionally, public transportation would not benefit, as there is no public bus service to Mussel Shoals or La Conchita. P22-2

North and southbound traffic flow during commuter and Summer travel would improve if another lane is added. However, the lane should be of maximum width and not scaled down to provide more room for improved bicycle lanes. The project asks too much from a very small portion of highway, attempting to fit in a new lane for vehicles and additional space for improved bicycles lanes. Issues for bicycle traffic, addressing both their safety and the problem of how they congest ingress and egress of Mussel Shoals, must be adequately addressed. Several times a year various bicycle clubs sponsor fundraisers through our community. This draws a lot of bicycles to our area and clogs cross-traffic flow at Mussel Shoals and La Conchita. P22-3

I do not want a sound wall, because it would spoil the aesthetics of our beautiful area. The Coastal mountains in our area are a majestic sight from my kitchen P22-4

Letter from Chris Provenzano-Chernoff dated 9/19/08.

P22-1 Thank you for your comments. Your support of the median closures at La Conchita and Mussel Shoals has been included in the record.

P22-2 IS/EA Chapter 1, Section 1.1.3 Related Projects. The South Coast HOV (10.3 miles) would connect to the VEN/SB 101 HOV Project. Public circulation of the draft environmental document for the South Coast 101 HOV project is scheduled for Spring 2011.

P22-3 The width of the HOV lanes would be constructed to meet design standard width of 12 feet.

P22-4 Response is on the next page.

window. We would be doing the public a disservice by erecting sound walls that block the ocean view as they drive past Mussel Shoals. It would be a disastrous impact to disturb another portion of natural scenic highway merely to create another "asphalt jungle." P22-4

Some type of signage is necessary to inform the public about safe passage from La Conchita to Mussel Shoals during extreme high tides. If visitors park in La Conchita and walk across the beach to have lunch at The Shoals, they could experience a problem returning to their car if we have an high tide. During high tide, there is no beach access from Mussel Shoals back to La Conchita. The sand is covered by water during extreme high tide. This is an important safety issue to be addressed. P22-5

Parking along the south side of Highway 101 should not be disturbed. Any taking of parking that provides beach access would be in violation of our state constitution. The gray area for parking should be clearly defined in favor of the public to maintain their beach access parking rights. P22-6

I am opposed to current designs for a pedestrian under crossing (PUC). Perhaps a different design would better serve the community where pedestrians would not be required to compete with bicyclists and train tracks to get to the beach. Additionally, the appropriate governmental agency responsible for maintaining the PUC must have funds in their budget to support that which Caltrans puts in place. Sufficient funds must be provided to address graffiti, lighting in the tunnel, bathroom facilities and a lifeguard. P22-7

Creation of a Class I Bicycle Way is an excellent idea, but I think all bicycle traffic should be moved to the La Conchita side of Highway 101. If this were done, bicyclists and vehicular traffic would not be required to compete for road space in a very small area. P22-8

Thank you again for the opportunity to comment about possible changes in my community. I am so fortunate to live in the beautiful beach community of Mussel Shoals and your thoughtfulness regarding any changes to the area is appreciated.

Very truly yours,

Chris Provenzano-Chernof

/cp

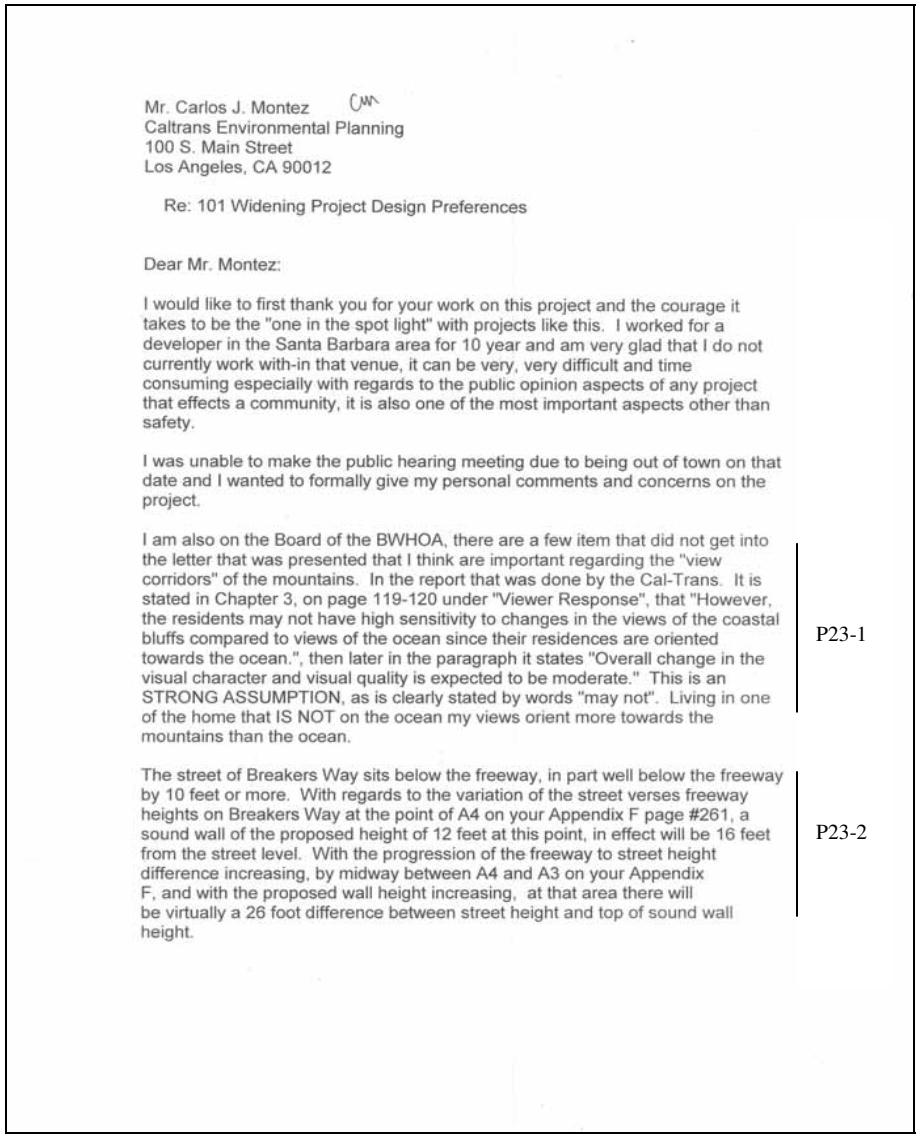
P22-4 Soundwall surveys were sent to affected property owners on September 24, 2008. A variation of SW102, an option for no soundwall from Ocean Avenue to the Cliff House Inn was provided as well as an option for no soundwalls. Soundwall surveys were sent to affected property owners at Mussel Shoals, on September 24, 2008 and affected property owners voted by majority to construct SW101 and 102 in Mussel Shoals.

P22-5 Your concerns have been included in the record.

P22-6 The proposed project would not change the current parking conditions on the southbound side of the U.S. 101 between Bates Road and Mussel Shoals.

P22-7 An option for a PUC near Oxnard Avenue, conversion of the drainage culvert, currently used by some pedestrians for beach access is being considered for feasibility. This option would not intersect with the proposed bikeway.

P22-8 Your support of Bikeway Option B with no southbound bikeway has been included in the record.



Mr. Carlos J. Montez CM
Caltrans Environmental Planning
100 S. Main Street
Los Angeles, CA 90012

Re: 101 Widening Project Design Preferences

Dear Mr. Montez:

I would like to first thank you for your work on this project and the courage it takes to be the "one in the spot light" with projects like this. I worked for a developer in the Santa Barbara area for 10 year and am very glad that I do not currently work with-in that venue, it can be very, very difficult and time consuming especially with regards to the public opinion aspects of any project that effects a community, it is also one of the most important aspects other than safety.

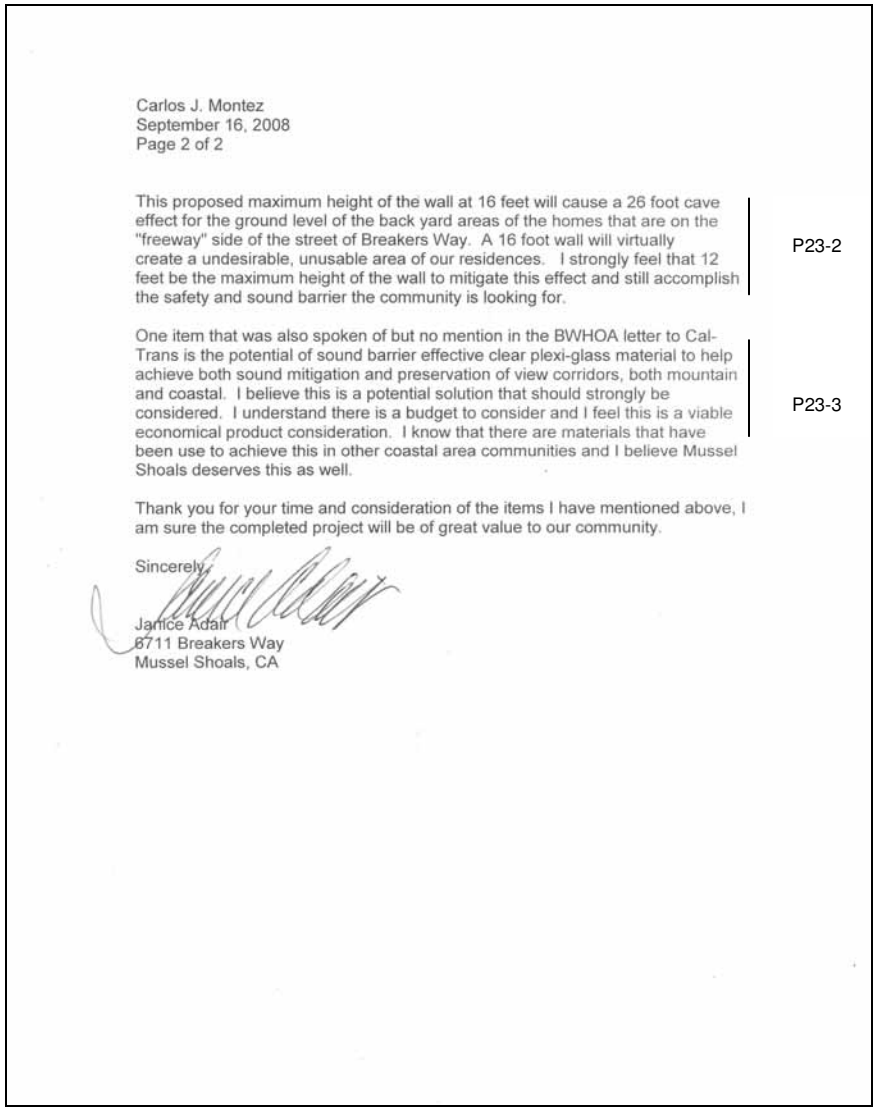
I was unable to make the public hearing meeting due to being out of town on that date and I wanted to formally give my personal comments and concerns on the project.

I am also on the Board of the BWHOA, there are a few item that did not get into the letter that was presented that I think are important regarding the "view corridors" of the mountains. In the report that was done by the Cal-Trans. It is stated in Chapter 3, on page 119-120 under "Viewer Response", that "However, the residents may not have high sensitivity to changes in the views of the coastal bluffs compared to views of the ocean since their residences are oriented towards the ocean.", then later in the paragraph it states "Overall change in the visual character and visual quality is expected to be moderate." This is an STRONG ASSUMPTION, as is clearly stated by words "may not". Living in one of the home that IS NOT on the ocean my views orient more towards the mountains than the ocean. P23-1

The street of Breakers Way sits below the freeway, in part well below the freeway by 10 feet or more. With regards to the variation of the street verses freeway heights on Breakers Way at the point of A4 on your Appendix F page #261, a sound wall of the proposed height of 12 feet at this point, in effect will be 16 feet from the street level. With the progression of the freeway to street height difference increasing, by midway between A4 and A3 on your Appendix F, and with the proposed wall height increasing, at that area there will be virtually a 26 foot difference between street height and top of sound wall height. P23-2

Letter from Janice Adair dated 9/16/08.

P23-1 Thank you for your comments. The Visual Impact Assessment (VIA) for the proposed project was based on the *Visual Impact Assessment for Highway Projects* prepared by the US Department of Transportation, Federal Highway Administration, Office of Environmental Policy (Publication No. FHWA-HI88-054). The visual impact assessment for visual character, visual quality, viewer response, and visual impact of the proposed project is based on the established guidelines from this document. Additionally, the VIA discussion of existing views and project impact to visual character and visual quality as well as viewer response are based on a variety of criteria as defined and detailed in the guidelines. Therefore, the project visual impact assessment is based on an evaluation scale that ranges from very low to very high utilizing the same guidelines. As mentioned in your comment regarding the comparison of viewer response to ocean views and coastal bluffs, the guidelines state that viewer response to visual resources should reflect local visual preferences of the community. Ultimately, the VIA concluded that the viewer response of the community (residents) of Mussel Shoals is generally higher for the viewsheds out to the Pacific Ocean compared to viewsheds out to the coastal bluffs and the roadway as the majority of the residences face towards the ocean. The proposed project roadway improvements that included soundwalls would not drastically change the visual quality and visual character of the Mussel Shoals community, particularly their viewer response to the Pacific Ocean; the resulting visual impact to the community change in the visual character and visual quality would fall within the moderate level in the evaluation scale.



Carlos J. Montez
September 16, 2008
Page 2 of 2

This proposed maximum height of the wall at 16 feet will cause a 26 foot cave effect for the ground level of the back yard areas of the homes that are on the "freeway" side of the street of Breakers Way. A 16 foot wall will virtually create a undesirable, unusable area of our residences. I strongly feel that 12 feet be the maximum height of the wall to mitigate this effect and still accomplish the safety and sound barrier the community is looking for. P23-2

One item that was also spoken of but no mention in the BWHOA letter to Cal-Trans is the potential of sound barrier effective clear plexi-glass material to help achieve both sound mitigation and preservation of view corridors, both mountain and coastal. I believe this is a potential solution that should strongly be considered. I understand there is a budget to consider and I feel this is a viable economical product consideration. I know that there are materials that have been use to achieve this in other coastal area communities and I believe Mussel Shoals deserves this as well. P23-3

Thank you for your time and consideration of the items I have mentioned above, I am sure the completed project will be of great value to our community.

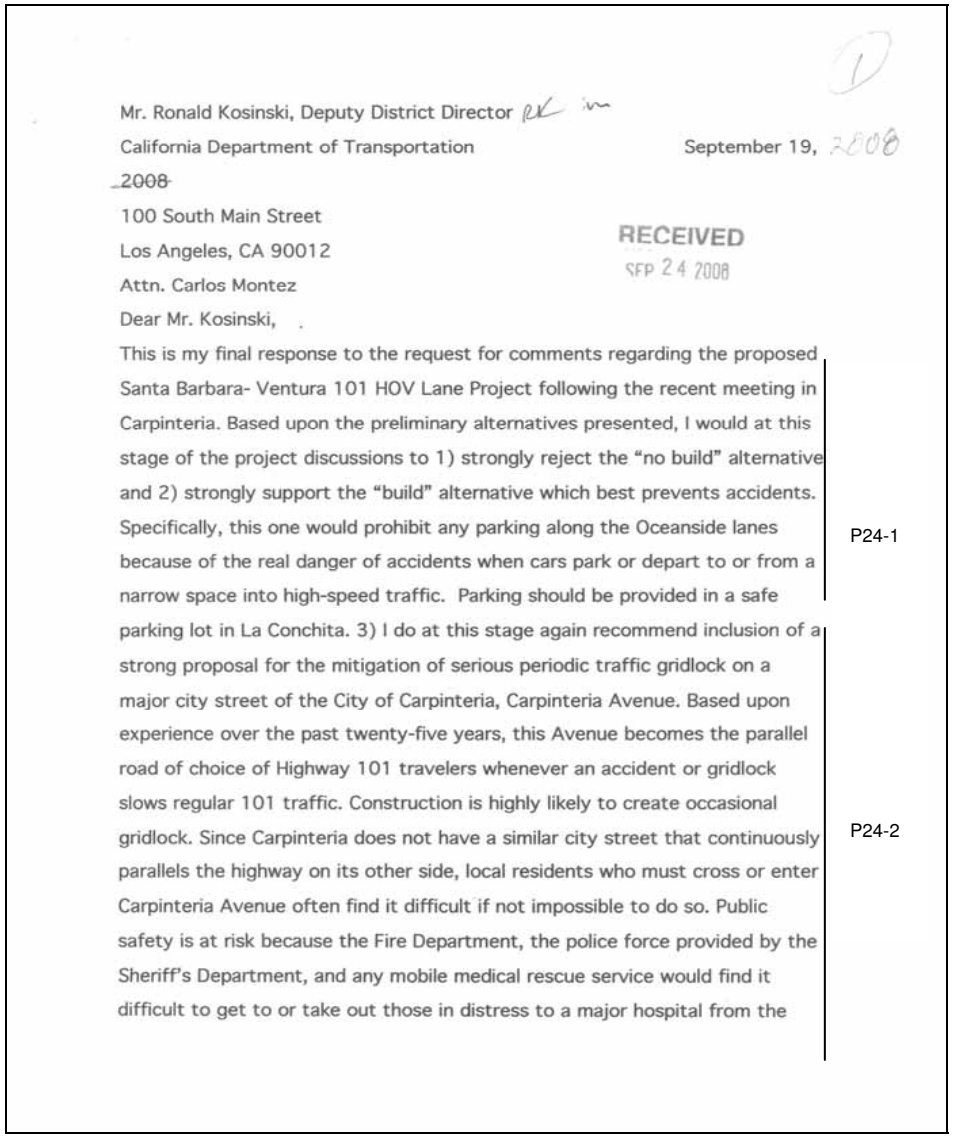
Sincerely,

Janice Adair
6711 Breakers Way
Mussel Shoals, CA

The residents of the Mussel Shoals Community were sent a soundwall survey on Sept. 24, 2008 and more than 50% of the affected property owners supported SW101 and 102 and final design will be based on the recommendations of the Noise Study, property owner requests, design, cost, feasibility and maintenance.

P23-2 The minimum feasible height of Soundwall 102 would be 10 feet and the maximum feasible height of 14 feet per the Noise Study Report.

P23-3 See P23-1



Mr. Ronald Kosinski, Deputy District Director
California Department of Transportation
2008
100 South Main Street
Los Angeles, CA 90012
Attn. Carlos Montez

September 19, 2008

RECEIVED
SEP 24 2008

Dear Mr. Kosinski,

This is my final response to the request for comments regarding the proposed Santa Barbara- Ventura 101 HOV Lane Project following the recent meeting in Carpinteria. Based upon the preliminary alternatives presented, I would at this stage of the project discussions to 1) strongly reject the "no build" alternative and 2) strongly support the "build" alternative which best prevents accidents. Specifically, this one would prohibit any parking along the Oceanside lanes because of the real danger of accidents when cars park or depart to or from a narrow space into high-speed traffic. Parking should be provided in a safe parking lot in La Conchita. 3) I do at this stage again recommend inclusion of a strong proposal for the mitigation of serious periodic traffic gridlock on a major city street of the City of Carpinteria, Carpinteria Avenue. Based upon experience over the past twenty-five years, this Avenue becomes the parallel road of choice of Highway 101 travelers whenever an accident or gridlock slows regular 101 traffic. Construction is highly likely to create occasional gridlock. Since Carpinteria does not have a similar city street that continuously parallels the highway on its other side, local residents who must cross or enter Carpinteria Avenue often find it difficult if not impossible to do so. Public safety is at risk because the Fire Department, the police force provided by the Sheriff's Department, and any mobile medical rescue service would find it difficult to get to or take out those in distress to a major hospital from the

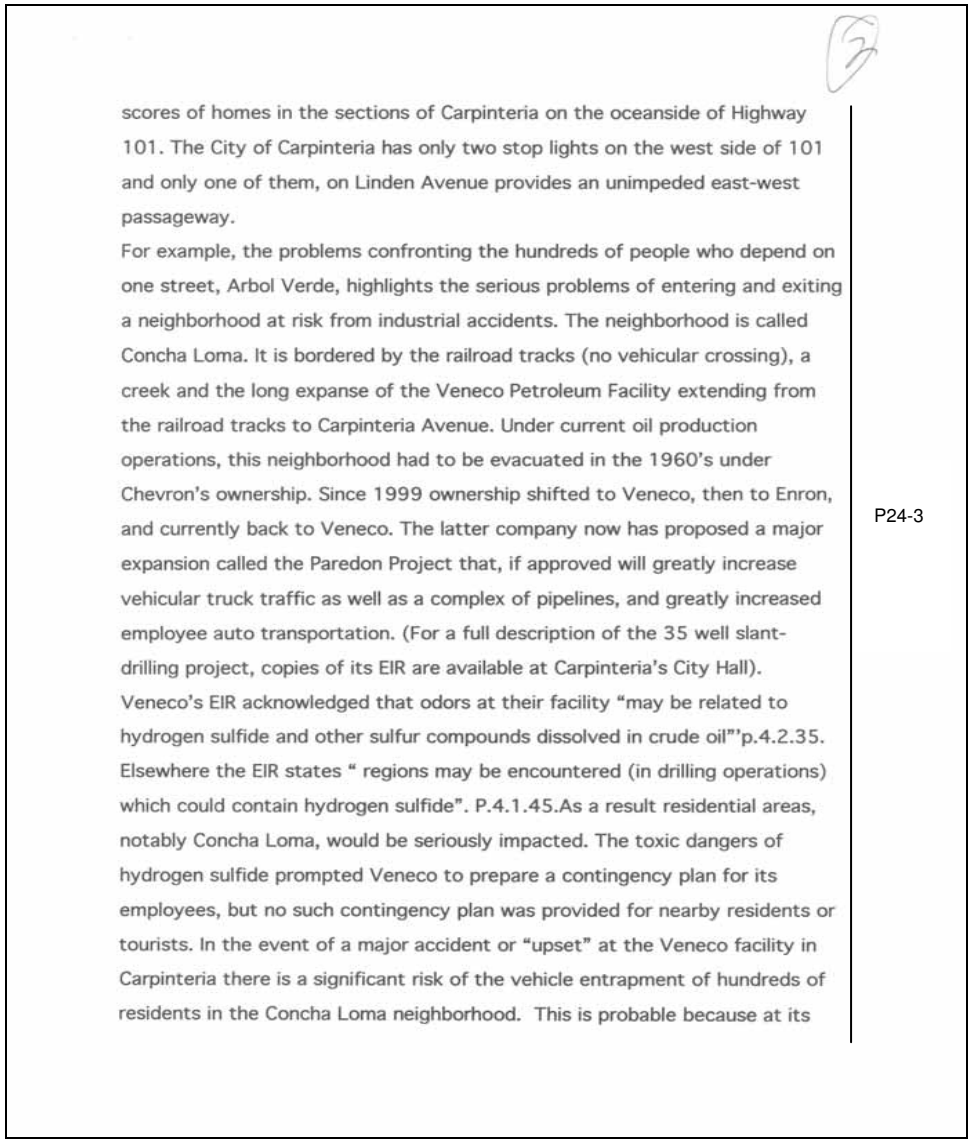
P24-1

P24-2

Letter from John Schmidhauser dated 9/19/08

P24-1 Thank you for your comments. Your support of the Build Alternative and comments regarding parking conditions have been included in the record.

P24-2 Public outreach would be conducted during the construction phase, see IS/EA, Chapter 2 Traffic, transportation, pedestrian and bicycle facilities under Construction Traffic Management Plan and 2 lanes would be kept open for traffic in each direction during peak hours to minimize traffic impacts during construction.

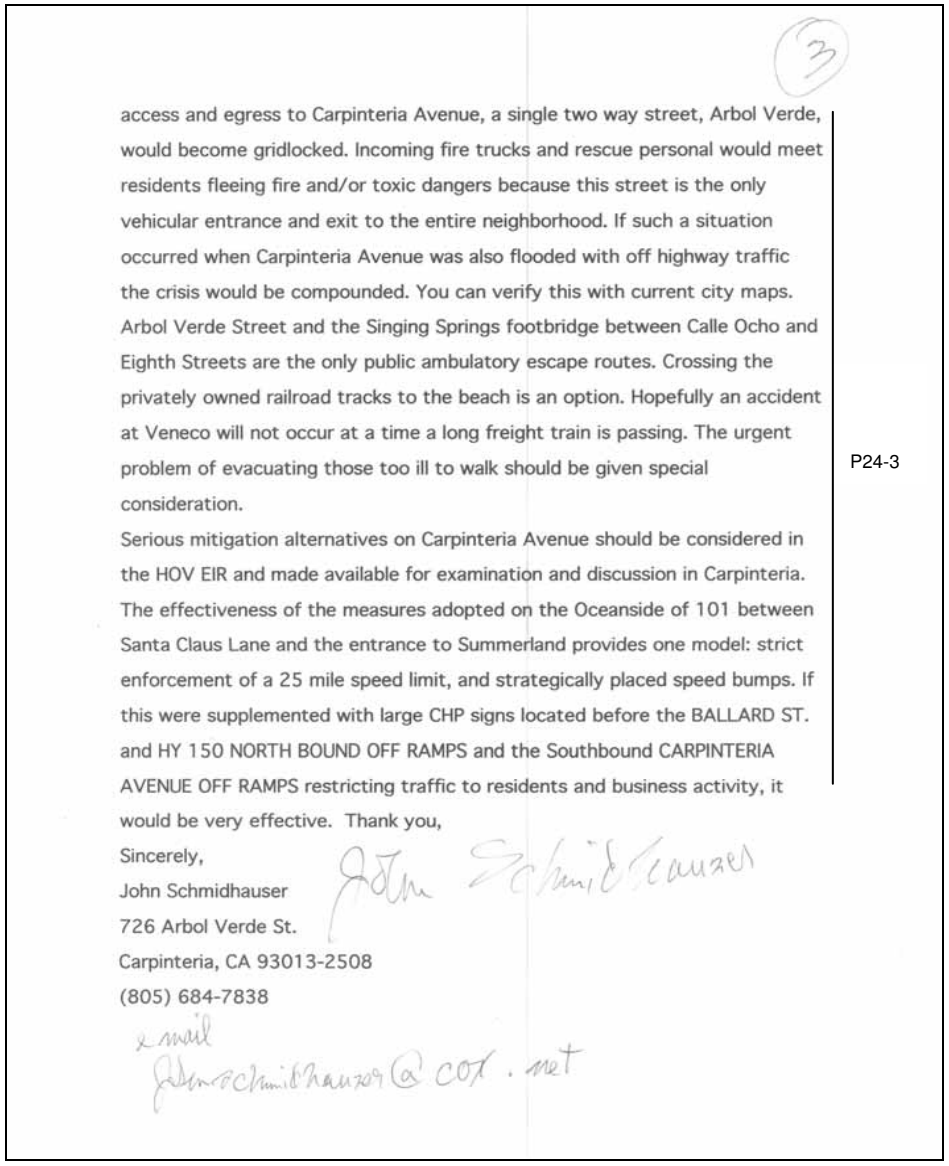


scores of homes in the sections of Carpinteria on the oceanside of Highway 101. The City of Carpinteria has only two stop lights on the west side of 101 and only one of them, on Linden Avenue provides an unimpeded east-west passageway.

For example, the problems confronting the hundreds of people who depend on one street, Arbol Verde, highlights the serious problems of entering and exiting a neighborhood at risk from industrial accidents. The neighborhood is called Concha Loma. It is bordered by the railroad tracks (no vehicular crossing), a creek and the long expanse of the Veneco Petroleum Facility extending from the railroad tracks to Carpinteria Avenue. Under current oil production operations, this neighborhood had to be evacuated in the 1960's under Chevron's ownership. Since 1999 ownership shifted to Veneco, then to Enron, and currently back to Veneco. The latter company now has proposed a major expansion called the Paredon Project that, if approved will greatly increase vehicular truck traffic as well as a complex of pipelines, and greatly increased employee auto transportation. (For a full description of the 35 well slant-drilling project, copies of its EIR are available at Carpinteria's City Hall). Veneco's EIR acknowledged that odors at their facility "may be related to hydrogen sulfide and other sulfur compounds dissolved in crude oil"'p.4.2.35. Elsewhere the EIR states " regions may be encountered (in drilling operations) which could contain hydrogen sulfide". P.4.1.45.As a result residential areas, notably Concha Loma, would be seriously impacted. The toxic dangers of hydrogen sulfide prompted Veneco to prepare a contingency plan for its employees, but no such contingency plan was provided for nearby residents or tourists. In the event of a major accident or "upset" at the Veneco facility in Carpinteria there is a significant risk of the vehicle entrapment of hundreds of residents in the Concha Loma neighborhood. This is probable because at its

P24-3

P24-3 Please see P24-2. Your comments regarding the Parendon Project in Carpinteria and concerns regarding the use of Carpinteria Avenue as an alternate route during construction has been included in the record



3

access and egress to Carpinteria Avenue, a single two way street, Arbol Verde, would become gridlocked. Incoming fire trucks and rescue personal would meet residents fleeing fire and/or toxic dangers because this street is the only vehicular entrance and exit to the entire neighborhood. If such a situation occurred when Carpinteria Avenue was also flooded with off highway traffic the crisis would be compounded. You can verify this with current city maps. Arbol Verde Street and the Singing Springs footbridge between Calle Ocho and Eighth Streets are the only public ambulatory escape routes. Crossing the privately owned railroad tracks to the beach is an option. Hopefully an accident at Veneco will not occur at a time a long freight train is passing. The urgent problem of evacuating those too ill to walk should be given special consideration. P24-3

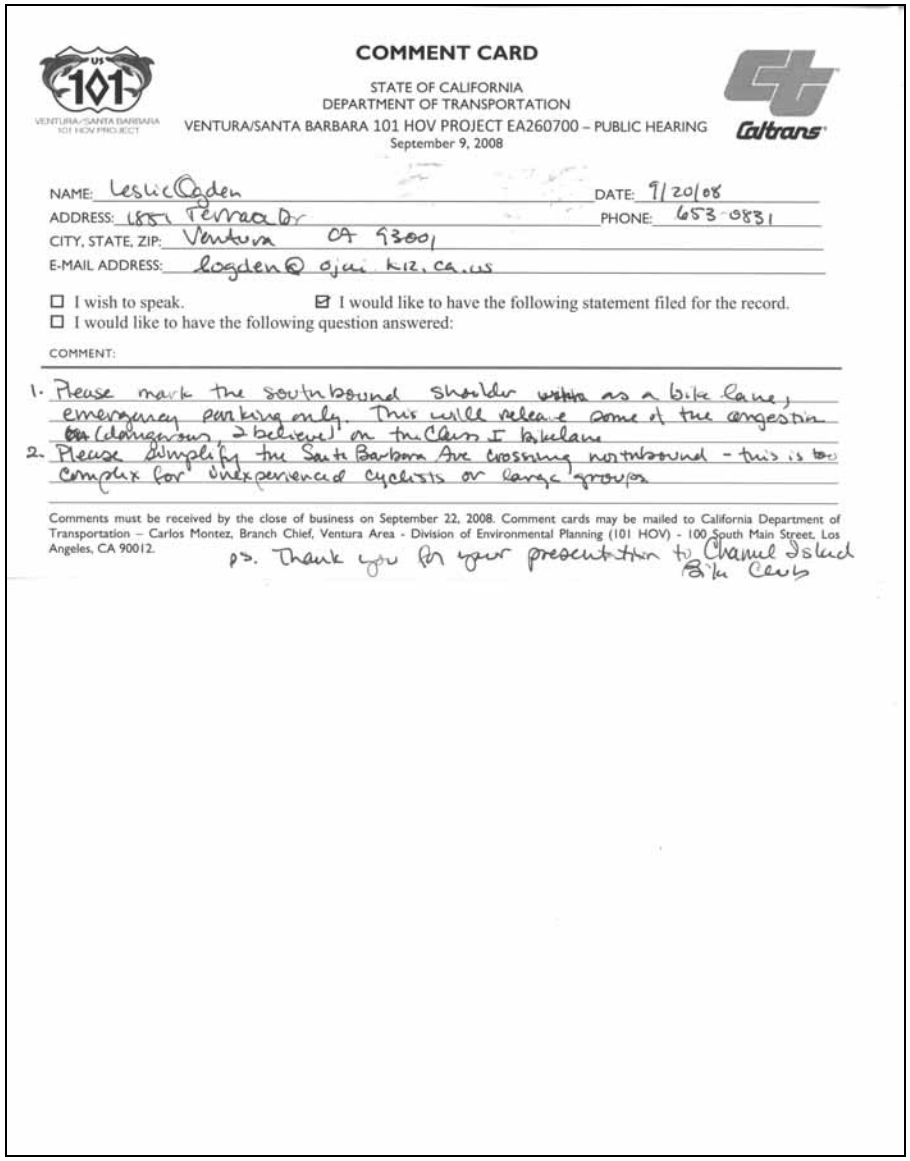
Serious mitigation alternatives on Carpinteria Avenue should be considered in the HOV EIR and made available for examination and discussion in Carpinteria. The effectiveness of the measures adopted on the Oceanside of 101 between Santa Claus Lane and the entrance to Summerland provides one model: strict enforcement of a 25 mile speed limit, and strategically placed speed bumps. If this were supplemented with large CHP signs located before the BALLARD ST. and HY 150 NORTH BOUND OFF RAMPS and the Southbound CARPINTERIA AVENUE OFF RAMPS restricting traffic to residents and business activity, it would be very effective. Thank you,

Sincerely,

John Schmidhauser

John Schmidhauser
726 Arbol Verde St.
Carpinteria, CA 93013-2508
(805) 684-7838
e-mail
johnschmidhauser@cox.net

P24-3 Please see P24-2. Your comments regarding the Parendon Project in Carpinteria and concerns regarding the use of Carpinteria Avenue as an alternate route during construction has been included in the record.



COMMENT CARD

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
VENTURA/SANTA BARBARA 101 HOV PROJECT EA260700 – PUBLIC HEARING
September 9, 2008

NAME: Leslie Ogden DATE: 9/20/08
ADDRESS: 1851 Terrace Dr PHONE: 653-0831
CITY, STATE, ZIP: Ventura CA 93001
E-MAIL ADDRESS: logden@ojai.k12.ca.us

☐ I wish to speak. ☑ I would like to have the following statement filed for the record.
☐ I would like to have the following question answered:

COMMENT:

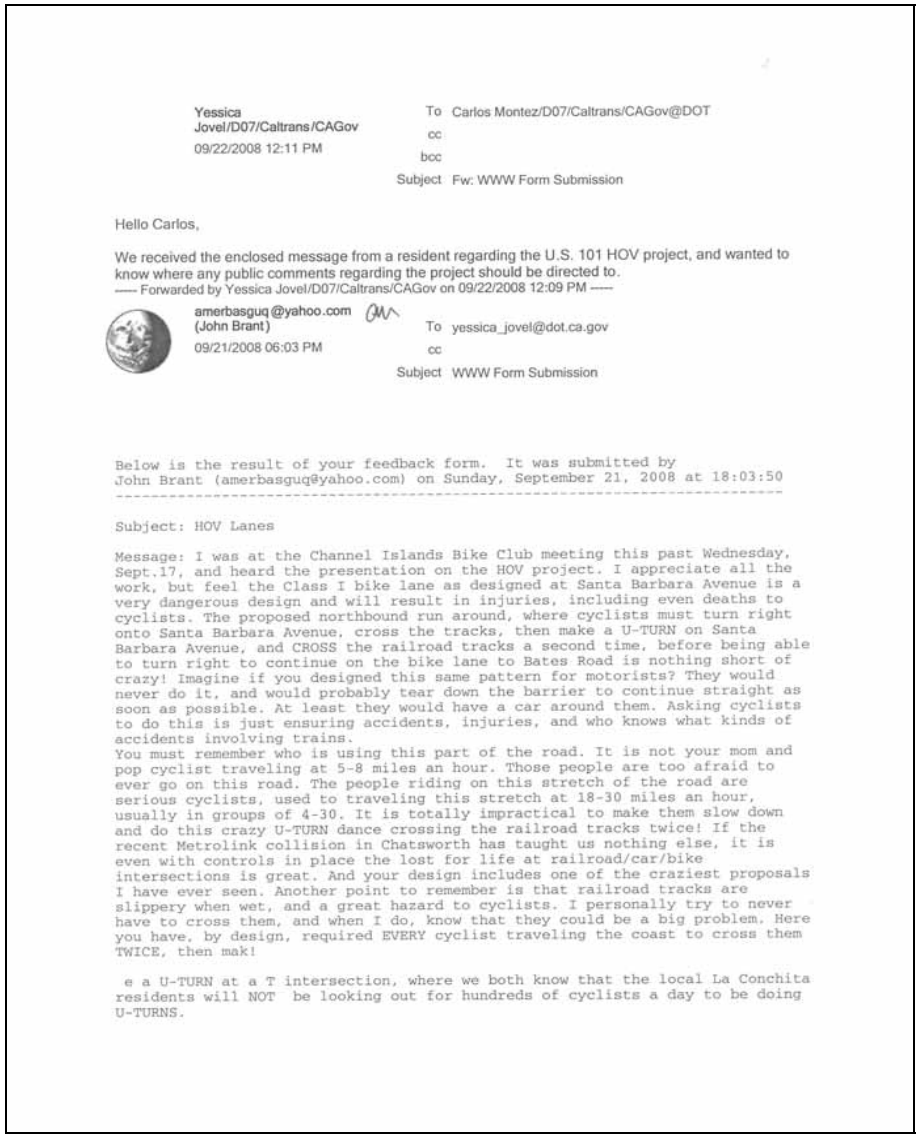
1. Please mark the southbound shoulder ~~within~~ as a bike lane, emergency parking only. This will release some of the congestion ~~on~~ (downgrade, I believe) on the Class I bikelane.
2. Please simplify the Santa Barbara Ave crossing northbound - this is too complex for inexperienced cyclists or large groups.

Comments must be received by the close of business on September 22, 2008. Comment cards may be mailed to California Department of Transportation – Carlos Montez, Branch Chief, Ventura Area - Division of Environmental Planning (101 HOV) - 100 South Main Street, Los Angeles, CA 90012.

p.s. Thank you for your presentation to Channel Island Bike Club

Comment card sent by Leslie Ogden dated 9/20/08.

P25-1 Thank you for your comments. Within the community of La Conchita, four locations for the Pedestrian Undercrossing (PUC) are being considered. Under two of the options, near Oxnard Avenue and Bakersfield Avenue, cyclists and pedestrians would not intersect. No impacts are anticipated under these two options because both locations would be full grade separations between the bike and pedestrians. The other two locations, south and north of Santa Barbara Avenue, would include areas where bicyclist and pedestrians would share the Class 1 bike path on either side of Santa Barbara Avenue. Design measures including a tapered entrance to the PUC to improve visibility for bicyclists and pedestrians, a larger pad at the PUC entrance, and barriers at the PUC entrance to restrict pedestrians, would help to facilitate bicycle and pedestrian movements under these options.



Yessica
Jovel/D07/Caltrans/CAGov
09/22/2008 12:11 PM

To Carlos Montez/D07/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: WWW Form Submission

Hello Carlos,

We received the enclosed message from a resident regarding the U.S. 101 HOV project, and wanted to know where any public comments regarding the project should be directed to.
----- Forwarded by Yessica Jovel/D07/Caltrans/CAGov on 09/22/2008 12:09 PM -----

amerbasguq @yahoo.com
(John Brant)
09/21/2008 06:03 PM

To yessica_jovel@dot.ca.gov
cc
Subject WWW Form Submission

Below is the result of your feedback form. It was submitted by
John Brant (amerbasguq@yahoo.com) on Sunday, September 21, 2008 at 18:03:50

Subject: HOV Lanes

Message: I was at the Channel Islands Bike Club meeting this past Wednesday, Sept.17, and heard the presentation on the HOV project. I appreciate all the work, but feel the Class I bike lane as designed at Santa Barbara Avenue is a very dangerous design and will result in injuries, including even deaths to cyclists. The proposed northbound run around, where cyclists must turn right onto Santa Barbara Avenue, cross the tracks, then make a U-TURN on Santa Barbara Avenue, and CROSS the railroad tracks a second time, before being able to turn right to continue on the bike lane to Bates Road is nothing short of crazy! Imagine if you designed this same pattern for motorists? They would never do it, and would probably tear down the barrier to continue straight as soon as possible. At least they would have a car around them. Asking cyclists to do this is just ensuring accidents, injuries, and who knows what kinds of accidents involving trains.
You must remember who is using this part of the road. It is not your mom and pop cyclist traveling at 5-8 miles an hour. Those people are too afraid to ever go on this road. The people riding on this stretch of the road are serious cyclists, used to traveling this stretch at 18-30 miles an hour, usually in groups of 4-30. It is totally impractical to make them slow down and do this crazy U-TURN dance crossing the railroad tracks twice! If the recent Metrolink collision in Chatsworth has taught us nothing else, it is even with controls in place the lost for life at railroad/car/bike intersections is great. And your design includes one of the craziest proposals I have ever seen. Another point to remember is that railroad tracks are slippery when wet, and a great hazard to cyclists. I personally try to never have to cross them, and when I do, know that they could be a big problem. Here you have, by design, required EVERY cyclist traveling the coast to cross them TWICE, then mak!

e a U-TURN at a T intersection, where we both know that the local La Conchita residents will NOT be looking out for hundreds of cyclists a day to be doing U-TURNS.

Email from John Brant dated 9/21/08.

P26-1 Thank you for your comments. Within the community of La Conchita, four locations for the Pedestrian Undercrossing (PUC) are being considered. Under two of the options, near Oxnard Avenue and Bakersfield Avenue, cyclists and pedestrians would not intersect. No impacts are anticipated under these two options because both locations would be full grade separations between the bike and pedestrians. The other two locations, south and north of Santa Barbara Avenue, would include areas where bicyclist and pedestrians would share the Class 1 bike path on either side of Santa Barbara Avenue. Design measures including a tapered entrance to the PUC to improve visibility for bicyclists and pedestrians, a larger pad at the PUC entrance, and barriers at the PUC entrance to restrict pedestrians, would help to facilitate bicycle and pedestrian movements under these options.

Please find another solution. Just let us continue across this area, as we have done for years, with minimum problems.

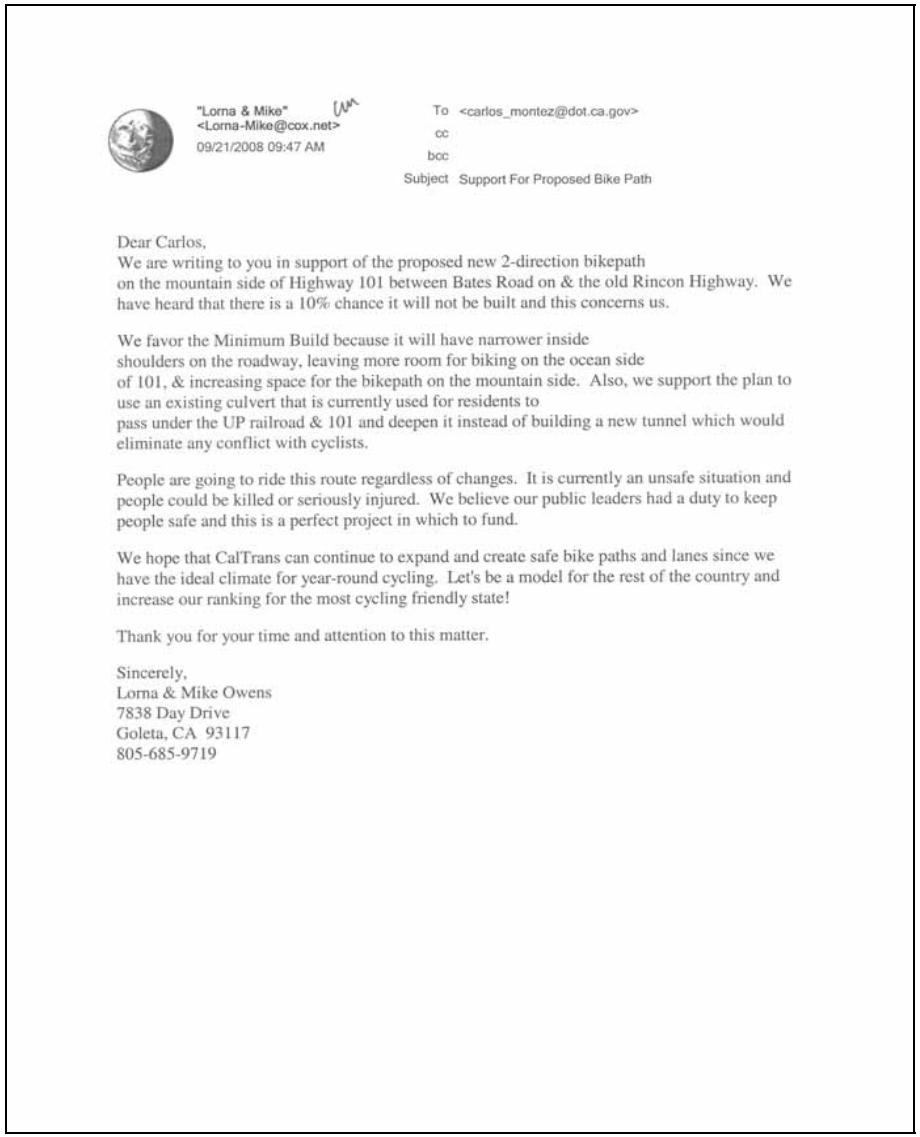
If you cannot find another solution, I suggest you build a bicycle overpass over this area.

I appreciate any comments. If nothing else, leave it just like it is.

Thanks,

John Brant

Submit: Send



"Lorna & Mike" <Lorna-Mike@cox.net>
09/21/2008 09:47 AM

To <carlos_montez@dot.ca.gov>
cc
bcc
Subject Support For Proposed Bike Path

Dear Carlos,
We are writing to you in support of the proposed new 2-direction bikepath on the mountain side of Highway 101 between Bates Road on & the old Rincon Highway. We have heard that there is a 10% chance it will not be built and this concerns us.

We favor the Minimum Build because it will have narrower inside shoulders on the roadway, leaving more room for biking on the ocean side of 101, & increasing space for the bikepath on the mountain side. Also, we support the plan to use an existing culvert that is currently used for residents to pass under the UP railroad & 101 and deepen it instead of building a new tunnel which would eliminate any conflict with cyclists.

People are going to ride this route regardless of changes. It is currently an unsafe situation and people could be killed or seriously injured. We believe our public leaders had a duty to keep people safe and this is a perfect project in which to fund.

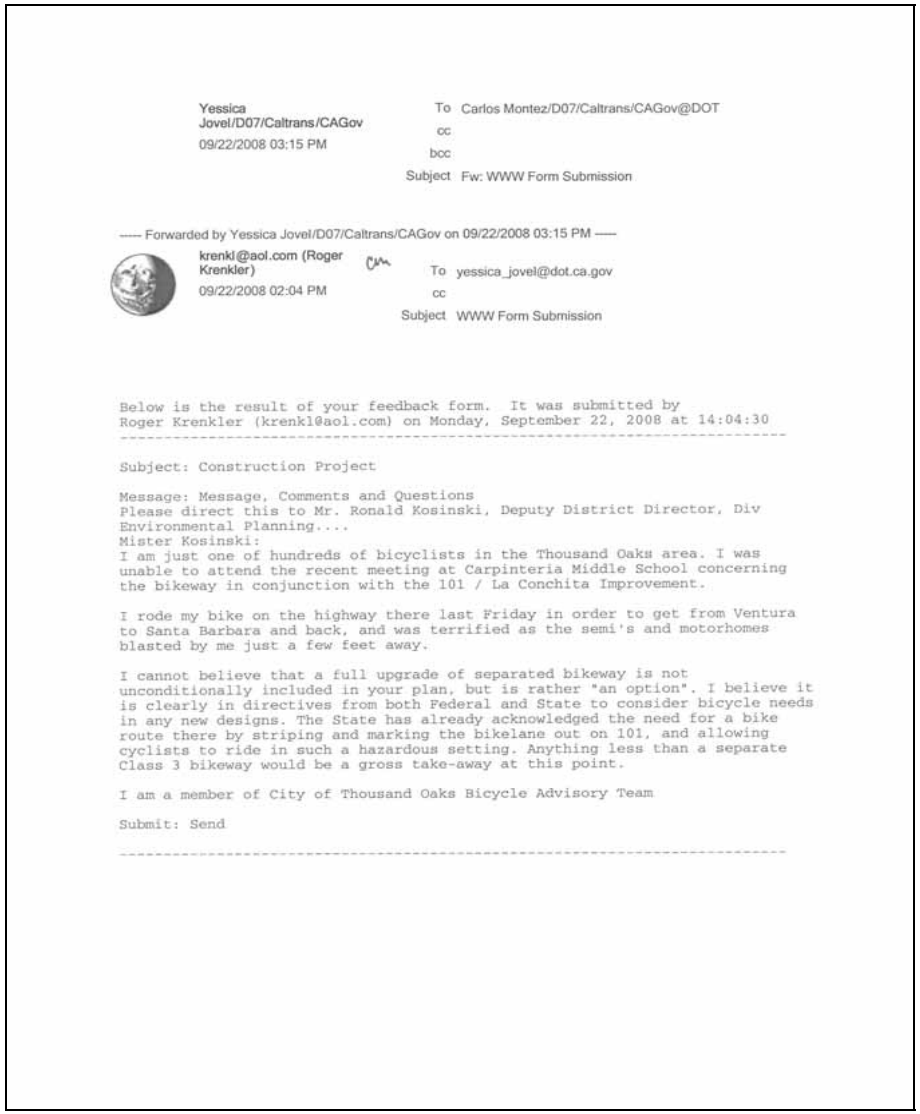
We hope that CalTrans can continue to expand and create safe bike paths and lanes since we have the ideal climate for year-round cycling. Let's be a model for the rest of the country and increase our ranking for the most cycling friendly state!

Thank you for your time and attention to this matter.

Sincerely,
Lorna & Mike Owens
7838 Day Drive
Goleta, CA 93117
805-685-9719

Email from Lorna and Mike Owens dated 9/21/08.

P27-1 The Minimum Build Alternative with CASA/ Modified Option B has been identified as the Preferred Alternative. Your support of this alternative and preference for conversion of the drainage culvert to a PUC at Oxnard Avenue has been included in the record.



Yessica Jovel/D07/Caltrans/CAGov
09/22/2008 03:15 PM

To Carlos Montez/D07/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: WWW Form Submission

----- Forwarded by Yessica Jovel/D07/Caltrans/CAGov on 09/22/2008 03:15 PM -----

krenkl@aol.com (Roger Krenkler)
09/22/2008 02:04 PM

To yessica_jovel@dot.ca.gov
cc
Subject WWW Form Submission

Below is the result of your feedback form. It was submitted by
Roger Krenkler (krenkl@aol.com) on Monday, September 22, 2008 at 14:04:30

Subject: Construction Project

Message: Message, Comments and Questions
Please direct this to Mr. Ronald Kosinski, Deputy District Director, Div
Environmental Planning....
Mister Kosinski:
I am just one of hundreds of bicyclists in the Thousand Oaks area. I was
unable to attend the recent meeting at Carpinteria Middle School concerning
the bikeway in conjunction with the 101 / La Conchita Improvement.

I rode my bike on the highway there last Friday in order to get from Ventura
to Santa Barbara and back, and was terrified as the semi's and motorhomes
blasted by me just a few feet away.

I cannot believe that a full upgrade of separated bikeway is not
unconditionally included in your plan, but is rather "an option". I believe it
is clearly in directives from both Federal and State to consider bicycle needs
in any new designs. The State has already acknowledged the need for a bike
route there by striping and marking the bikelane out on 101, and allowing
cyclists to ride in such a hazardous setting. Anything less than a separate
Class 3 bikeway would be a gross take-away at this point.

I am a member of City of Thousand Oaks Bicycle Advisory Team

Submit: Send

Email from Roger Krenkler dated 9/22/08

P28-1 The Minimum Build Alternative with CASA/ Modified Option B has been identified as the Preferred Alternative. Your support of this alternative has been included in the record.

Breakers Way Owners Association
6746 Breakers Way
Ventura, CA 93001

September 26, 2008

Carlos J. Montez
Caltrans Environmental Planning
100 S. Main Street
Los Angeles, CA 90012

Re: 101 Widening Project Design Preferences.

Dear Mr.. Montez:

I received your letter with the ballot on the sound wall. Doing it as you have done could produce a big mess. If the people south of Ocean facing Old PCH do not want a wall, they have no choice but to vote NO to any wall anywhere. But, that would act as also a vote against a wall north of Ocean where they could care less. Likewise, if all the Breakers Way owners want a sound wall, that could represent more than 50% alone, and out vote all the ones who may not want a wall south of Ocean facing Old PCH, even though none of the ones on Breakers Way really care. They just have no choice, due to the way the ballot was prepared, except to vote for the whole wall.

I do not think it is right that all should have a vote over the entire length of the wall, and your prior letter on the subject said that the prior groups would vote separately. Now you switched it exactly as I was fearful you might when I raised this point at the last public hearing and in my letter which followed. So, I think the way you set up the ballot will make it impossible to really know what the affected people want with respect to the two sections of the wall. I suggest you resend ballots, and explain why.

Very truly yours,

BREAKERS WAY OWNERS ASSOCIATION

Kenneth M. High,
Vice President

cc: Doug Otto

10368850.doc;1

Letter from Kenneth M. High dated 9/26/08.

P29-1 Thank you for your comments. Soundwall surveys were sent to affected property owners at Mussel Shoals, on September 24, 2008 and affected property owners voted by majority to construct SW101 and 102 in Mussel Shoals.

Design options will be studied during final design and feasible options based upon the Noise Study report and property owners requests for variable height soundwalls will be considered.

.

STEVEN BENNETT, MANAGER
BENNETT TRUST

3018 East Cumberland Court
Westlake Village, CA 91362
(805) 444-3344
spbennett00@hotmail.com

October 2, 2008

Carlos Montez, Branch Chief
Ventura County Projects
Department of Transportation, District 7
100 South Main Street
Los Angeles, CA 90012-3606

File No.: VEN/SB 101 HOV Project
EA: 260700

Dear Mr. Montez,

I am responding to the enclosed survey you sent to my Mother, at her request, regarding this proposed project. Specifically, the statement made in the last paragraph on page one ".. Caltrans will not construct sound walls if 50% of the affected property owners do not want them..".

This is not what my neighbors and I were told at the Public Hearing in Carpinteria: we were told that Caltrans would discuss this issue with property owners in the specific areas: by this I mean, my family's property (third house from the North end of Breakers Way) and neighbors at the North end of Mussel Shoals vs the neighbors near the entrance to the Highway. Our issues are different, so agreement is not likely to come about.. please tell me this is still your intention.

My family is in agreement to either of these two proposed sound walls, 102 or 102a, as we are right now impacted most severely due to our two-story house and location nearest to the Highway. We feel the proposed sound wall 101 (SW101) should be solely the decision of the Cliffhouse Inn: we do feel a minimum 6 foot wall along there would make a lot of sense for safety. P30-1

I have to question the stated height of the proposed wall of 14 feet: my neighbors and I were told different heights than this at the hearing. Please send me detailed information as to what the "tapered height" is, starting at the North end of Mussel Shoals, and showing how many feet this "taper" will run until full height of 14 feet is reached. We strongly disagree to the taper shown on the enclosed photographs: why must these be a stepped taper that looks like an unfinished block wall? We ask that this be a **continuous line taper**, to give the appearance of a curve or angle.

Letter from Steve Bennett dated 10/2/08.

P30-1 Thank you for your comments, according to state and federal policies contained in the Caltrans Traffic Noise Analysis Protocol, Caltrans will not provide noise abatement (within state right of way) if more than 50% of the affected property owners do not want it. This information was documented in the Traffic Noise Study Report and IS/EA 2.1.11 Visual/Aesthetics and 2.2.7 Noise sections, the 9/9/08 public hearing, and community meetings.

As for proposed Soundwall 102 there are different heights (ranging from 10-14 feet) that provide the minimum required noise reduction (5 decibels). This means from an acoustical perspective, a soundwall less than 10 feet in height cannot be built because it will not provide the required noise reduction for the impacted receivers. The minimum height for SW 102 is 10 feet. The maximum height 14 feet. Other non-acoustical factors such as design constraints, cost and public input will be considered before making a final decision on the height of the wall. Please see the Traffic Noise Study Report for detailed information on Soundwalls 101 and 102 and the noise reduction they will provide or refer to the IS/EA 2.2.7 Noise section and Appendix F Noise Aerial Maps and Tables. Soundwall surveys were sent to affected property owners at Mussel Shoals, on September 24, 2008 and affected property owners voted by majority to construct SW101 and 102 in Mussel Shoals. Design options will be studied during final design and feasible options based upon the Noise Study report and property owners requests for variable height soundwalls will be considered.

I have to state we **strongly disagree** with the findings presented by the "Noise Study Report": I was present at several of the readings being done.. what person in your agency thinks a noise recording at **street level** on Breakers Way, is an accurate way to measure noise, when the Highway is elevated at second story levels?! Readings should have included second story readings, to acutely show the dBA-Leq levels at both elevations. This report is severely off in its evaluation of noise: the levels are **much higher**. In this light, I must question why these proposed sound walls are ".. the **minimum** required..".

P30-2

I have spoken with many members of the Breakers Way Property Owners Association about this next issue many times, and would appreciate it if you could direct us to the proper person to address this with, as no one at the Public Hearing could answer it for us.

We would like to find out if we would be able to get the existing chain link fence along Breakers Way removed, once the sound wall is built. We are aware there is an open culvert that needs to be addressed, and perhaps enclosed, but our desire is to have the fence removed and have the hillside behind this sound wall landscaped, to mitigate it's presence in our neighborhood. This sound wall will be towering over our homes, especially the homes on the North end of Breakers Way. Since we will be loosing our view of the mountains due to this installation, we feel this hillside should be landscaped to break up the view of this towering wall.

P30-3

We have not seen any proposed signage detail for this intersection, nor any new lighting proposals: are these now available?

Last, I would like to state our support to have the off and on ramps moved North to Ocean Avenue, as was proposed at the Public Hearing. This solves so many problems for traffic and bicycle issues in and out of our community; we hope there is real effort to accomplish this. I have been told our local Ventura County Supervisor would back this effort 100 percent, as the County's property would be affected, and he has stated he would get involved to streamline this proposal.

P30-4

Thank you for reviewing our concerns for this project, I look forward to your response!

Steven Bennett

P30-2 As for noise measurements on the second story, it is not Caltrans practice to conduct noise testing on the second floor. Now due to topography of the area, if a higher soundwall would provide some noise reduction to the second story, then a higher wall may be considered as long as it is within the reasonable cost allowance and meets other non-acoustical standards.

P30-3 Caltrans will landscape the planting area that remains after the Mussel Shoals exit lane is widened and the soundwall is added. There wont be as much of a slope as there is now, but we should have room for vines on the wall and some other plants. The chain link fence delineates state right of way, so at this time there are no plans to remove it. Signage details are not available at this time.

P30-4 Design engineers explored moving the existing on and off ramps in Mussel Shoals to Ocean Avenue, but space is constrained in this area and the proposed ramps would be outside of State Right of Way and is not feasible within the scope of this project.

Appendix I Coastal Plan Consistency Matrix

Consistency with California Coastal Act Matrix

Coastal Resources Planning and Management Policies		
Section #	**Section Topic**	**Consistency Evaluation**
30210	Maximize coastal access and recreational opportunities consistent with the protection of rights of private property owners, overuse of natural resources, and public safety	The Preferred Alternative includes Pedestrian Undercrossings (PUC) for La Conchita residents for safer access to the beach. The Preferred Alternative will also improve existing bicycling routes with a safer, barrier-separated facility to minimize accidents with motorists. In addition, the project will not disturb existing access points.
30211	Development shall not interfere with the public's right of access to the ocean	Existing parking regulations along Southbound 101 will remain in place. Public access to the sea will be enhanced by the PUC's planned for construction.
30212 (a-c)	Public access from the nearest public roadway to the shoreline will be provided with new development	At least 1 PUC will be built to enhance public access to the sea "legally" (in regards to the drainage culvert being used currently). Cars parked along Southbound 101 will be held to the same parking restrictions for the roadway currently existing today. Due to design restrictions for highways, access nodes to the beach along the southbound side must be limited for pedestrian and motorist safety, conforming with Section 30212(a)(1) requirement.
30212.5	Public facilities, where feasible, will be distributed to mitigate for overcrowding and overuse.	Overuse of the beach area around the proposed PUC is not anticipated. Areas for additional parking are limited and would require additional right of way to create on inland side of the highway. Cultural resources and wetlands would be severely impacted by parking facilities created south of Ojai Avenue. The area beyond Ojai Avenue is designated as an ESHA, which limits any potential use of parking in the vicinity.
30213	Access to lower cost visitor and recreational facilities shall be protected and encouraged.	Does Not Apply

30214	Appropriateness of public access	Does Not Apply
30220	Protection of Water Recreational Activities	Does Not Apply
30221	Protection of oceanfront land for recreational use.	Exiting footprint for the Preferred Alternative (Minimum Build) will keep all existing land outside of the state's right of way available for recreational use, including the beaches between La Conchita and Mussel Shoals. Depending on finalized design plans, the addition of the separated bikepath would also enhance and protect recreational opportunities along the oceanfront.
30222	Priority of Development for recreational activities; Public vs. Private	Does Not Apply
30222.5	Protection for oceanfront land suitable for aquaculture	Does Not Apply
30223	Protection for upland coastal recreational access opportunities	Does Not Apply
30224	Encourage recreational boating usage and the facilities that support them.	Does Not Apply
30230	Marine resources shall be maintained, enhanced, or restored. Protection given to areas of biological or economic significance. Use of the marine environment must sustain the biological productivity of coastal waters and maintain healthy populations for commercial, scientific, and educational purposes.	The build alternatives are generally considered to be poor habitats for animals and other species. No impact to the limited species observed are anticipated. Coastal Waters will be protected by use of Stormwater Best Management Practices (BMPs) recommended for the project.
30231	Biological productivity and quality of coastal waters shall be maintained or restored to maintain marine organism populations and protect human health.	Through Stormwater BMPs, biological productivity and coastal water quality will be maintained in its current condition throughout construction and after completion.
30232	Oil and Hazardous Substance Spills	Stormwater BMPs will include requirements to contain and dispose of hazardous waste spills during construction.

Coastal Resources Planning and Management Policies		
Section #	**Section Topic**	**Consistency Evaluation**
30233	Diking, filling, or dredging of Coastal Resources	The Preferred Alternative, Minimum Build, propose not to expand the highway footprint seaward, eliminating the need for fill in Coastal Waters. No dredging or work will occur in open coastal waters.
30234	Commercial Fishing and Recreational Boating Facilities shall be maintained or upgrade when feasible	Does Not Apply
30234.5	Importance and significance of fishing activities shall be recognized and protected	Does Not Apply
30235	Construction altering the natural shoreline	Does Not Apply
30236	Substantial alterations to rivers and streams	Does Not Apply
30237	*Repealed	N/A
30240	Environmentally sensitive habitat areas (ESHA) shall be protected against significant disruption. Only uses depended on ESHA will be allowed within those areas. Adjacent developments shall be sited and designed to prevent significant impacts and compatible with the continuance of those areas	The Preferred Alternative's (Minimum Build) footprint will not encroach onto any ESHA's with significant value for biological resources. Limited species of value were observed in degraded habitats. ESHAs for cultural resources and Native American significance will be fenced off prior to construction and not disturbed during construction. All other observed ESHAs observed will be fenced off and maintained prior to and during construction.
30241	Protection of agricultural land and other agricultural activities	The Preferred Alternative (Minimum Build) has no anticipated impacts to agricultural land or any agricultural resources. Agricultural use will not be diminished. During construction, access will still be provided to allow for access of transporting agricultural goods through the corridor. The project is compatible with the long-term viability of agricultural land uses, and will improve transportation times of trucks moving goods through the corridor.
30241.5	Determination of viability and economic feasibility for agricultural land	Does Not Apply
30242	Conversions of lands suitable for agricultural use	Does Not Apply

30243	Conversions to and from long term-productivity of soils and timberlands will be protected	Does Not Apply
30244	Preservation of archaeological and paleontological resources	Native American and Cultural Resource ESAs will be fenced off and identified during construction as to decrease any significant impact. A paleontological monitor will oversee all excavations that will occur in highly sensitive formations south of State Route 150.
30250	Development	The project is not anticipated to have an adverse affect to coastal resources. All development will be compatible with existing development in the area. The Preferred Alternative (Minimum Build) will not impact or convert any agricultural lands to non-agricultural uses unless additional parking is required.
30251	Scenic and Visual qualities of Coastal areas	Scenic views of the ocean will be maintained along the 101 in response to citizen's comments rejecting a soundwall at La Conchita. The soundwall proposed at Mussel Shoals would not impede views of the ocean for Mussel Shoals residents, and would be mitigated with the addition of hardscape decorative design on the barrier, vegetation, and an unobscured view of the Cliffhouse inn sign along the highway for northbound and southbound motorists. With mitigation this is projected to have a less than adverse effect. Barriers along the separated bike path and median will be as low as they safely permit. Bikeway barriers will also be designed to not hinder public views of the ocean with fencing being utilized.

Coastal Resources Planning and Management Policies		
Section #	**Section Topic**	**Consistency Evaluation**
30252	Maintenance and Enhancement of Public Access to the Coast.	The build alternatives will facilitate through vehicle trips by promoting ridesharing and increasing the capacity of vehicles moving through the region, thereby enhancing public transit usage. There is no commercial development planned for the La Conchita and Mussel Shoals community, therefore no coastal access roads will be overused by their development. The build alternative will improve traffic times to encourage public transit systems (i.e. Vista Coastal Express) to operate more lines from Ventura to Santa Barbara and Goleta. Planned bikeways will enhance nonmotorized transportation circulation. Emergency parking lanes will remain in place. New residents moving into the project area as a result of this project are not anticipated, therefore no recreational facilities should be overloaded.
30253	Minimize risks from geologic, flood and fire hazards. Assure stability and structural integrity, minimize erosion, retain natural landforms, consistency with State Air Resources Control Board, minimize energy consumption, and protect special communities.	The build alternatives will be built to minimize any impact from shaking/ground rupture and liquefaction. Erosion will be minimized through a Stormwater and Pollution Prevention Plan. The project will predominantly be on level ground and will not require substantial grading or cutting into the hill. There are no activities that would result in an increased risk of fire and flood with the build alternatives. All aspects of project will be built to Highway Safety Design Standards to ensure structural integrity. The proposed project is in conformity with the 2006 TIP or RTIP adopted by SBCAG and SCAG, with less than significant impacts projected with mitigation. Project may result in an increase to vehicle miles traveled (VMT). Input from La Conchita and Mussel Shoals will be incorporated into the design of the build alternatives to protect popular destination points (ex: Cliffhouse Inn).

30254	Limit design of new or expanded public works facilities to accommodate needs generated by permitted development. Highway 1 in rural areas of the coastal zone shall remain a scenic two-lane road. Services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state or nation… shall not be precluded by other development.	The build alternatives for the project have been designed to accommodate for traffic and planned development for 20 years after construction is completed. No planned development or projects under construction were identified of having any adverse impacts as a result of this project.
30254.5	Terms and Conditions to Sewage Treatment Plants	Does Not Apply
30255	Priority and proximity of coastal-dependent developments	Does Not Apply
30260-30265.5	Industrial Development	Does Not Apply

Consistency with California Coastal Conservancy and California Coastal Commission

Objectives in "Completing the California Coastal Trail" Matrix

Coastal Resources Planning and Management Objectives

Page Number	Section Topic	Caltrans Consistency Evaluation
8	Provide a continuous trail as close to the ocean as possible, with connections to the shoreline ("vertical access") at appropriate intervals and sufficient transportation access to encourage public use.	The Minimum Build Preferred Alternative provides design options for a continuous Class I bikeway separated from the U.S. 101 and a pedestrian undercrossing (PUC) at La Conchita. As proposed, the bikeway and PUC can be accessed from Mobil Pier, Rincon Beach. or La Conchita and the bikeway/PUC will provide access to the beach near La Conchita.
8	Foster cooperation between State, local, and federal public agencies in the planning, design, signing, and implementation of the Coastal Trail.	To foster cooperation and to gain input, Caltrans conducted a significant outreach effort. Meetings were held with the Coastal Commission, Elected officials, residents of La Conchita, Mussel Shoals, the City of Carpinteria, and local bicycle clubs. Local agencies and other interested individuals also attended PDT meetings, the scoping meeting, and Public Hearing. Caltrans will continue to coordinate with other agencies throughout the permitting and design phases of the project
8	Increase public awareness of the costs and benefits associated with completion of the Coastal Trail.	Caltrans proposes to include a Class 1 two-directional bike/pedestrian way on the northbound side of the highway that would include a concrete barrier along U.S. 101 Highway. This would separate cyclists/pedestrians from traffic and provide a safer route for commuters and recreational riders, ultimately improving the existing conditions and encouraging bike ridership within the area. Pedestrians would still have views of the ocean while traveling in either direction.
8-9	Assure that the location and design of the Coastal Trail is consistent with the policies of the California Coastal Act and local coastal programs, and is respectful of the rights of private landowners.	The project is consistent with the Coastal Act and Coastal Trail as well as the Santa Barbara Coastal Land Use Plan, Ventura County Local Coastal Plan and the City of Carpinteria Local Coastal Plan. All plans are similar in their inclusion of policies to protect the coast. Implementation of the proposed project would improve safety associated with access to these communities.
9	Design the California Coastal Trail to provide a valuable experience for the user by protecting the natural environment and cultural resources while providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest.	In the Minimum Build Preferred Alternative, will provide a Coastal Trail in the separated bikeway that will minimize the amount of construction and roadway sprawl associated with the additional lanes being added. The rejected full build alternative would have increased the amount of roadway, and potentially decreased the amount of coastline during construction. Vertical access to the beach will be provided off the bikeway by the PUC at La Conchita. The design

		will also minimize the impact to valuable cultural resources that are present south of Ojai Ave in the Community of La Conchita.
9	Create linkages to other trail systems and to units of the State Park system, and use the Coastal Trail system to increase accessibility to coastal resources from urban population centers.	The bikeway would link Mobil Pier and Rincon Park as well as the communities of La Conchita and Mussel Shoals. The separated bikeway will connect to the existing Pacific Coast Bike Route at the Bates Road Interchange. It will also provide a legal access path to the beach for residents with the incorporation of the PUC that will be connected to the bikeway
15	**Proximity -** Wherever feasible, the Coastal Trail should be within sight, sound, or at least the scent of the sea. The traveler should have a persisting awareness of the Pacific Ocean. It is the presence of the ocean that distinguishes the seaside trail from other visitor destinations	The separated bikeway will be within sight, sound, and scent of the sea at all times. The Pacific Ocean will be within view of travelers on the separated bikeway at all times. The presence of the PUC will also provide a connection to the ocean in case non-motorized travelers want to visit the beach for recreation.
15	**Connectivity -** The trail should effectively link starting points to destinations. Like pearls on a string, our parks, ports, communities, schools, trailheads, bus stops, visitor attractions, inns, campgrounds, restaurants, and other recreational assets are strung along the edge of our coast. They are already connected by roads, streets, and highways. Our challenge is to create alternative nonautomotive connections that are sufficiently appealing to draw travelers out of their automobiles.	The Minimum Build Preferred Alternative will provide a safer route for non-motorized travelers heading towards Carpinteria, Santa Barbara, and Goleta. The separated bikeway will encourage recreational riders currently not willing to ride on the shoulder of the freeway. This opens the possibility of more travelers using bikes for transportation. Destinations along the proposed route include the Cliffhouse Inn and the beach, both can be accessed from the separated bikeway.
16	**Integrity -** The Coastal Trail should be continuous and separated from motor traffic. Continuity is vitally important: if a chain is missing a link, it is useless. Where such separation is absent, the safety, pleasure, and character of the trail are impaired. Appropriate separation can take many forms. Substantial horizontal distance is generally the most desirable, thus avoiding the sight, sound, and scent of the internal combustion engine. Separation is also possible through vertical displacements of gradient, underpasses, vegetative buffer strips, barrier rails, and other means	The bikeway proposed with the Minimum Build Preferred Alternative will be separated from vehicular traffic by a concrete barrier. This will provide a safe path within the limited amount of space available, but also keep views of the ocean across the highway. All applicable California Coastal Act Policies have been analyzed in the Consistency with California Coastal Act Matrix, and found to be in conformance.

Appendix J FHWA Project Level Conformity Determination

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION
650 Capitol Mall, Suite 4-100
Sacramento, CA. 95814

October 23, 2008

IN REPLY REFER TO
HDA-CA
File # VEN070201
EA # 07-26070
Document # P58775

Doug Failing, District Director
California Department of Transportation
District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Attention: Andrew Yoon, Senior Transportation Engineer

Dear Mr. Yoon:

SUBJECT: Project-Level Conformity Determination for the US-101 HOV Lane Project

On October 7, 2008, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for the project-level conformity determination for the Ventura County US-101 High Occupancy Vehicle Lane Project pursuant to 23 U.S.C. 327(a)(2)(B)(ii)(1). The project is in an area that is designated nonattainment for 8-hour ozone and attainment for course particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon Monoxide (CO), and nitrogen Dioxide (NO_2).

The project-level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Southern California Association of Government's (SCAG) currently conforming *2008 Regional Transportation Plan (RTP),* and the *2006 Regional Transportation Improvement Program (TIP).* The current conformity determinations for the RTP and TIP were approved by FHWA and the Federal Transit Administration (FTA) on June 5, 2008. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

Based on the information provided, FHWA finds that the Conformity Determination for the Ventura County US-101 High Occupancy Vehicle Lane Project conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Aimee Kratovil, FHWA Air Quality Specialist, at (916) 498-5866.

Sincerely,

/s/ K. Sue Kiser

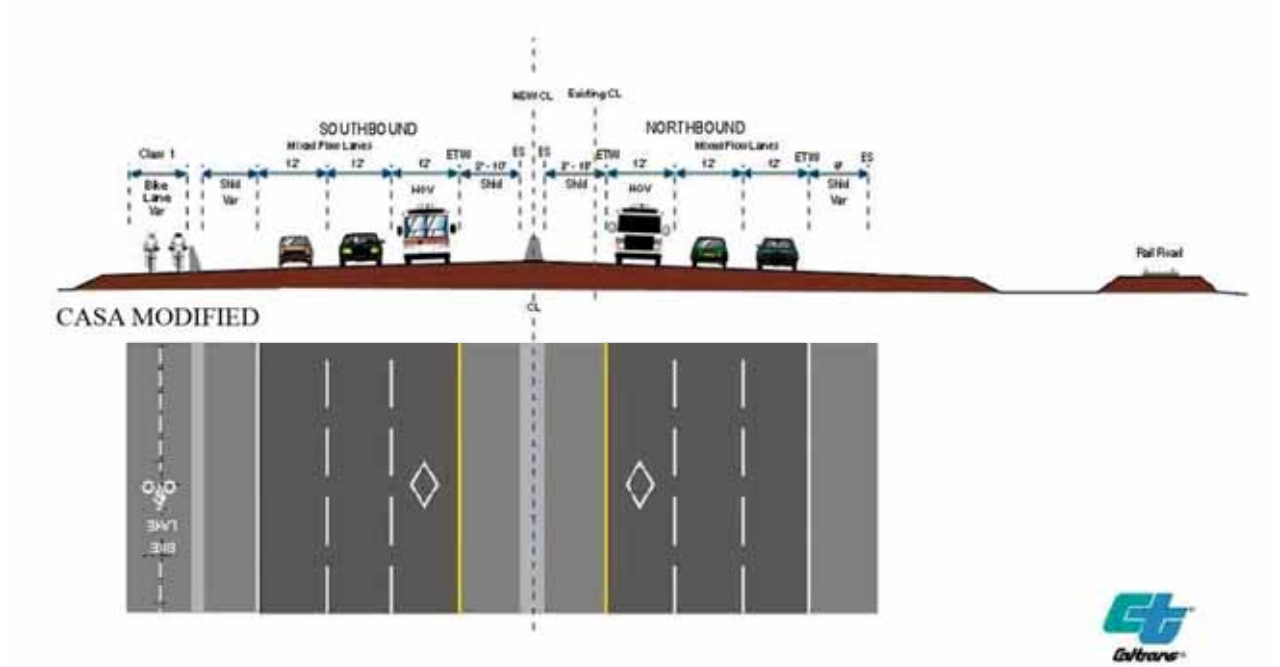
For
Gene K. Fong
Division Administrator

cc: (email)
Carlos Montez, Caltrans
Mike Brady, Caltrans
Steve Luxenberg, FHWA

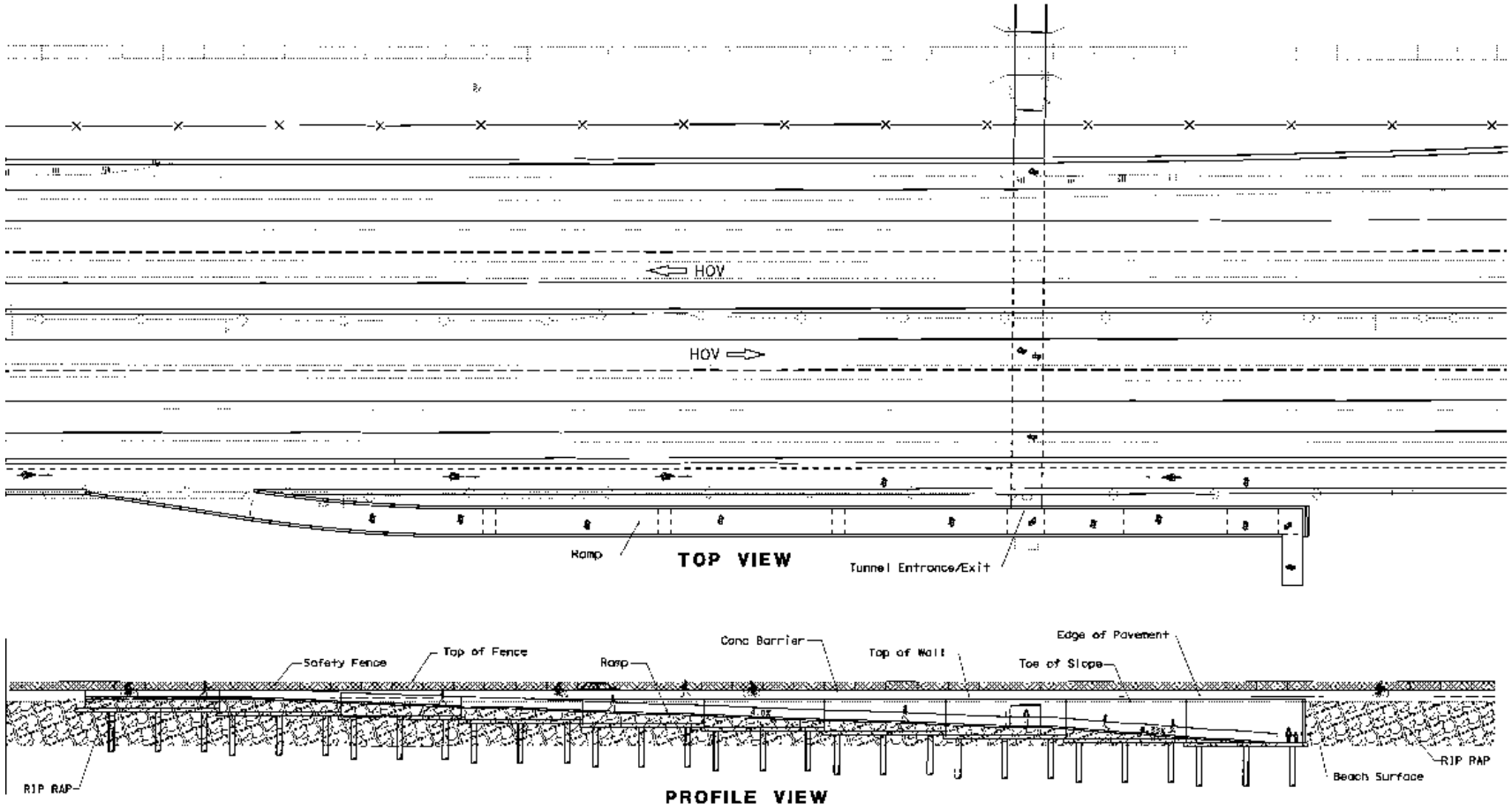
AKratovil/ac

Appendix K CASA/Modified Option B

Minimum Build Preferred Alternative with CASA/Modified Option B



Typical Cross Sections from Bates Road to Mussel Shoals



Proposed Ramp from the California Coastal Trail (CCT)/Class I Bikeway to the PUC and Beach at La Conchita

Option B Modified