



Alamo Pintado Creek Pedestrian Bridge Project

Santa Barbara County, California

05-SB-154-PM R2.6

05-1C410/05-1200-0139

SCH Number 2017051053

Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

August 2020



General Information About This Document

What's in this document:

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

What you should do:

Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 5 office at 50 Higuera Street, San Luis Obispo, California 93401.

To find more information on this project, watch a short project presentation, determine when the public comment period ends, or download the document, please refer to the following address:

<https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects>

If you prefer a printed or CD version of this document, please contact: Jason Wilkinson at 805-542-4663 or via email to jason.wilkinson@dot.ca.gov.

Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Jason Wilkinson, Central Region Environmental, California Department of Transportation, 50 Higuera Street, San Luis Obispo, California 93401. Submit comments via email to: Jason.wilkinson@dot.ca.gov

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may

- 1) give environmental approval to the proposed project,
- 2) do additional environmental studies, or
- 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

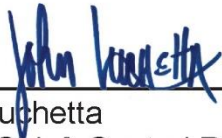
For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Jason Wilkinson, Central Region Environmental, 50 Higuera Street, San Luis Obispo, California 93401; phone 805-542-4663 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

Remove the pedestrian bridge over Alamo Pintado Creek on
State Route 154 at post mile R2.6 in Santa Barbara County

INITIAL STUDY
with Proposed Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation



John Luchetta
Office Chief, Central Region
Environmental Central Coast Office
California Department of Transportation

August 13, 2020

Date

Draft Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to remove the Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y) at post mile R2.6 on the south side of State Route 154 in the town of Los Olivos in Santa Barbara County. The project would also remove a retaining wall next to the bridge and install rock slope protection. The existing bridge structure is 92 feet long by 28 feet wide and spans the Alamo Pintado Creek.

Determination

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

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

The project would have no effect on agriculture and forest resources, air quality, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire.

The project would have no significant effect on biological resources and aesthetic resources.

The project would have no significantly adverse effect on cultural resources because the following mitigation measures would reduce potential effects to insignificance:

- A public interpretive document (pamphlet/booklet) on the history of transportation/historical context of the bridge will be distributed in the local area, and an interpretive exhibit would be installed in the project vicinity.
- Professional photographic and written documentation of the bridge will be prepared before the bridge is demolished.

John Luchetta
Office Chief, Central Region
Environmental Central Coast Office
California Department of Transportation

Date

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Chapter 1 **Proposed Project**

1.1 Introduction

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration, has prepared this Initial Study with Mitigated Negative Declaration for the proposed project located in Santa Barbara County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

Caltrans proposes to remove the Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y) at post mile R2.6 on the south side of State Route 154 in the town of Los Olivos in Santa Barbara County. The project would also remove a retaining wall and install rock slope protection to protect the channel banks from erosion. The existing bridge structure is 92 feet long by 28 feet wide and spans the Alamo Pintado Creek. Figures 1 and 2 show the project location and vicinity maps.

The Alamo Pintado Creek Pedestrian Bridge was constructed in 1912. In 1971, a new bridge structure—Alamo Pintado Creek Bridge (bridge number 51-0076Y)—was built upstream of the existing structure. The new bridge was built on a new alignment 40 feet upstream from the original structure. At that time, local citizens contacted the State to leave the 1912 structure so it could be used as a pedestrian/equestrian trail bridge. Concrete footing encasements were built around the pile caps of the existing structure. However, these encasements eventually became exposed and undermined.

Today, the old Alamo Pintado Creek Pedestrian Bridge is used by pedestrians, bicyclists, and equestrians. Critical scour of the pile and pier foundation has caused settlement of the bridge deck. A bridge inspection on September 28, 2011 was used to prepare a Bridge Needs Report dated March 29, 2012. The report determined the abandoned bridge is no longer stable with respect to gravity load, and the bridge is sinking slowly at the supports. In the inspection report, recommendations were made to retrofit the bridge or simply remove the bridge. Since those recommendations were made, it has been determined that this area of Alamo Pintado Creek is designated as a floodway, which means the channel capacity cannot be reduced. Retrofitting the substructure would require constructing foundation elements within the channel, which would affect the hydraulic capacity of the creek.

This project will be funded from the 20.XX.201.110 Bridge Rehabilitation and Replacement Program in the 2016 State Highway Operational and Protection Program. The proposed program year is 2021/2022. The current capital

construction cost estimate for this project is \$3,650,000 (August 2020), with a \$143,000 right of way capital cost.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to reduce the risk to users from a bridge failure.

1.2.2 Need

A Bridge Inspection Report (September 28, 2011) identified critical scour of the pile and pier foundation of the abandoned highway bridge (bridge number 51-0076Y) at post mile R2.6 on the south side of State Route 154. The report concluded the bridge structure is no longer stable with respect to gravity loads. Creek channel degradation has resulted in heavily exposed bridge piles, causing the bridge to sink at its supports.

1.3 Project Description

The project would remove the abandoned Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y), remove the retaining wall next to the bridge, and place rock slope protection in that area. The bridge superstructure would be removed from above the creek, while the piers and foundation portion would be removed from below. Minor grading and embankment restoration would also be necessary within the proposed construction easement.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Alternatives.”

Figure 1-1 Project Vicinity Map

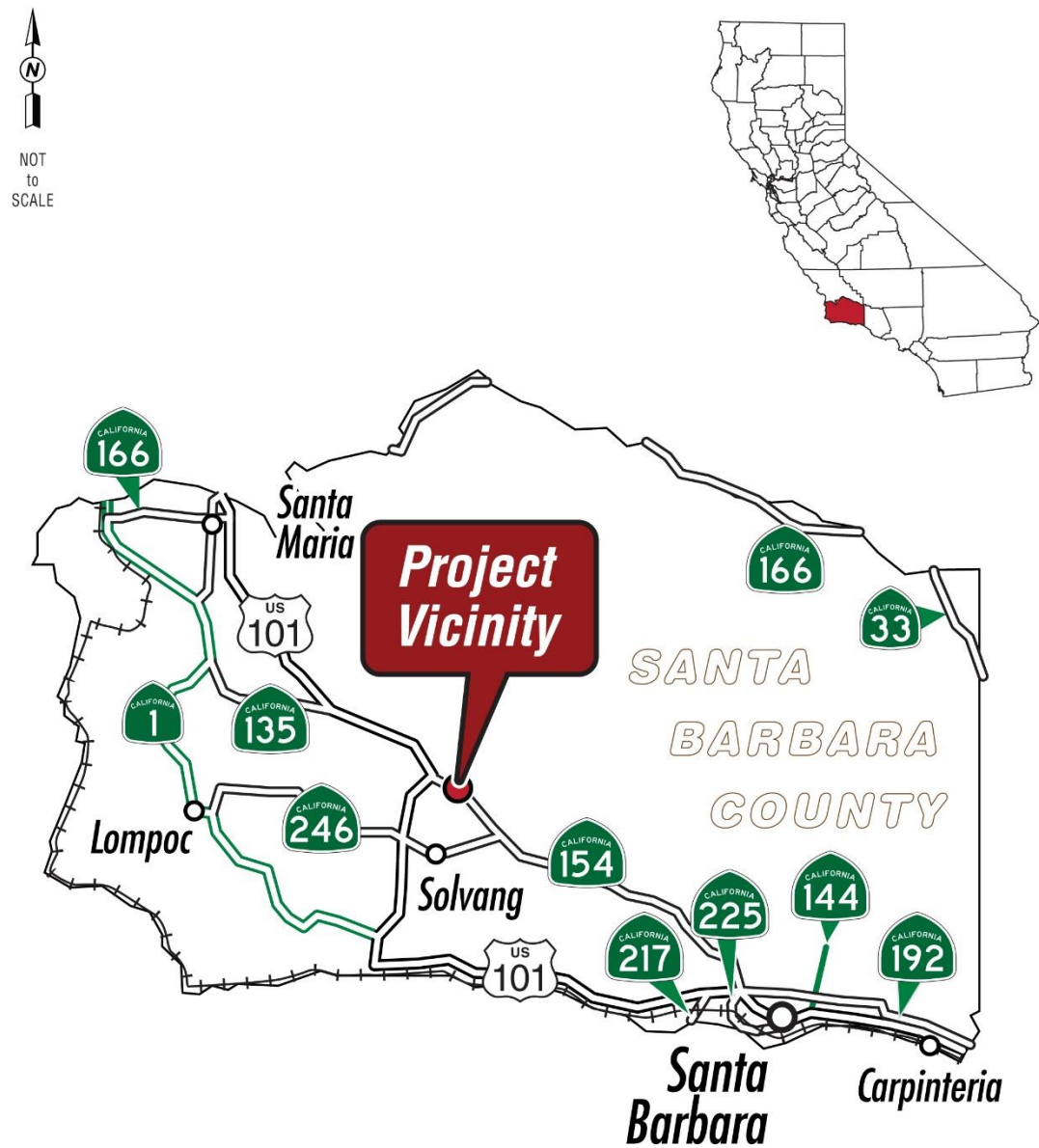


Figure 1-2 Project Location Map



1.4 Project Alternatives

There are three alternatives under consideration: Bridge Replacement Alternative, Removal Alternative, and No-Build Alternative.

1.4.1 Build Alternatives

Both build alternatives would remove the abandoned Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y) next to State Route 154, remove the retaining wall next to the bridge, and place rock slope protection between the northern edge of the existing State Route 154 bridge and the edge of the Caltrans right of way. The bridge superstructure would be removed from above the creek, while the piers and foundation portion would be removed from below.

Alternative 1—Bridge Replacement

This alternative would remove the existing bridge and replace it with either a single-span, cast-in-place reinforced concrete box girder or a pre-engineered steel bowstring truss bridge. A water line connected to the existing pedestrian bridge would have to be temporarily relocated and reattached to the new pedestrian bridge.

Alternative 1A

The proposed single-span concrete bridge would be about 115 feet long, 12 feet wide, and 4 feet deep. Three design options are offered for the bridge railing:

Option 1—Railing consists of a 1-foot-wide and 2-foot-tall concrete curb including an architectural treatment with 2-foot-6-inch-high steel posts and about a 145-foot-long steel beam railing.

Option 2—Railing consists of a 1-foot-wide and 6-inch-tall concrete curb including architectural treatment with concrete posts every 10 feet at 3 foot-6 inches high and about a 145-foot-long steel beam railing.

Option 3—Railing consists of a 1-foot-wide and 6-inch-tall concrete curb including architectural treatment with 3-foot-6-inch-high steel posts and about a 145-foot-long steel beam railing.

Alternative 1B

This alternative would replace the existing bridge with a pre-engineered steel bowstring truss bridge with 4-foot, 6-inch-high steel posts and about a 145-foot-long steel beam railing. The proposed bridge would be about 115 feet long, 22 feet and 8 inches wide, and 9.25 inches deep.

Alternative 2—Bridge Removal

This alternative would remove the abandoned Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y). The bridge superstructure would be removed from above the creek; the piers and foundation portion would be removed from below. The retaining wall next to the structure would also be removed, and rock slope protection would be placed on the banks of the creek.

Alternative 3—No-Build

This alternative would leave the bridge as it is. This alternative is not viable because it would not address the deficiencies of the bridge and would allow the structure to continue to deteriorate.

1.5 Comparison of Alternatives

Alternative 1 proposes the following:

- Replacing the Alamo Pintado Creek Pedestrian Bridge (bridge number 51-0076Y) with a pre-engineered steel bowstring truss bridge.
- Replacing the pedestrian bridge would result in 0.111 acre of permanent impacts to Regional Water Quality Control Board jurisdictional areas and 0.111 acre of permanent impacts to California Department of Fish and Wildlife jurisdictional areas.

Alternative 2 proposes the following:

- Removing the existing Alamo Pintado Creek Pedestrian Bridge.
- Removing the pedestrian bridge would result in 0.105 acre of permanent impacts to Regional Water Quality Control Board jurisdictional areas and 0.105 acre of permanent impacts to California Department of Fish and Wildlife jurisdictional areas.

1.6 Alternatives Considered but Eliminated from Further Discussion

Due to a request from the community to retrofit the bridge, the Project Development Team asked the Structures unit to review such an alternative, which was previously rejected. The Project Study Report rejected a retrofit alternative because this area of Alamo Pintado Creek is designated as a floodway and retrofitting the substructure would require constructing foundation elements within the channel, which would affect the hydraulic capacity. In addition, the National Bridge Inspection Standard 113 Scour

Critical Bridge Code is U, which stands for “Bridge with unknown foundation that has not been evaluated for scour.”

The Structures staff reviewed the existing conditions of the bridge and, from a lifecycle cost and risk-based assessment, found the risks outweighed the benefits. It is not reasonable to salvage the 108-year-old bridge, which has exceeded the standard service life by more than 30 years based on its age and condition: exposed footings and piles, unknown pile embedment length and pile condition, embankment erosion, settlement issues, nonstandard bridge railing.

Any retrofit would result in significant substructure modifications, including seismic retrofit, scour mitigation, embankment armoring, and foundation retrofit. There is no foundation information, no log of test borings, and no pile tip elevations available. Retrofitting would require a new heavier standard rail, which would add to the existing load for a bridge that is already experiencing settlement issues. Caltrans structures engineers concluded that this bridge is not retrofittable.

1.7 Standard Measures and Best Management Practices Included in All Alternatives

- Each internal combustion engine, used for any purpose on the job, or related to the job, will be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine will be operated on the job site without an appropriate muffler.
- Notify the public in advance of the construction schedule when construction noise and upcoming activities likely to produce an adverse noise environment are expected. This notice will be given two weeks in advance. Notice should be published in local news media of the dates and duration of proposed construction activity. The District 5 Public Information Office will post notice of the proposed construction and potential community impacts after receiving notice from the Resident Engineer.
- Shield especially loud pieces of stationary construction equipment.
- Locate portable generators, air compressors, etc. away from sensitive receptors.
- Limit grouping major pieces of equipment operating in one area to the greatest extent feasible.
- Place heavily trafficked areas such as the maintenance yard, equipment, tool, and other construction-oriented operations in locations that would be the least disruptive to surrounding sensitive noise receptors.

- Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job will be equipped with a muffler or baffle of a type recommended by the manufacturer.
- Consult the District Noise Specialist if complaints are received during the construction process.
- Construction equipment will be free of excessive dirt that may contain weed seed before entering the construction site. If necessary, wash stations either on-site or off-site will be established for construction equipment under guidance of Caltrans to avoid/minimize the spread of invasive plants and/or seed within the construction area.
- Water quality-related Best Management Practices specific to this project include job site management and preparation of a water pollution control plan.
- Temporary Best Management Practices may include hydraulic mulch, check dams, drainage inlet protection, fiber rolls, concrete washout, and Environmentally Sensitive Area fencing.
- NS-13 Material and Equipment Use Over Water
- NS-15 Structure Demolition/Removal Over Adjacent Water
- WM-4 Spill Prevention
 - All project-related hazardous materials spills within the project site will be cleaned up immediately. Readily accessible spill prevention and cleanup materials will be kept by the contractor on-site, at all times during construction.
 - All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. Prior to the onset of work, Caltrans will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- WM-5 Solid Waste Management
- WM-6 Hazardous Waste Management
- WM-10 Liquid Waste Management

1.8 Permits and Approvals Needed

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

U.S. Army Corps of Engineers: Section 404 Nationwide Permit for impacts to waters of the U.S.

Regional Water Quality Control Boards: Section 401 Certification for impacts to waters of the U.S.

California Department of Fish and Wildlife: Section 1602 Streambed Alteration Agreement for impacts to streams under the California Department of Fish and Wildlife's jurisdiction.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

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

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

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

2.1.1 Aesthetics

Considering the information included in the Scenic Resource Evaluation and Visual Assessment dated May 29, 2019, the following significance determinations have been made.

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less Than Significant Impact

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

Affected Environment

The project sits at the edge of the Los Olivos township, a small community of about 1,000 residents, covering a little more than 300 acres in the Santa Ynez Valley. Typical of the Los Olivos township, the mature landscaping of the project site contributes to the rural, small town feel of the site and community. The overall visual quality of the project area is moderately high, due mostly to its vegetated character, glimpses of distant hillsides and, where visible, the visual integrity of development in terms of its contribution to the rural character of the township and surroundings.

State Route 154 in Santa Barbara County is classified as an Officially Designated State Scenic Highway. The old stone bridge rails of the pedestrian bridge are considered a CEQA Scenic Resource because of their rustic appearance, proximity to the scenic highway, and their contribution to the rural visual character of the region. Other CEQA Scenic Resources visible from the project area include the distant oak-covered hillside and ridgelines, and certain older ranch developments.

Environmental Consequences

The project site contributes to the area's visual quality and character mostly by way of the pedestrian bridge's old stone rails and the vegetation along Alamo Pintado Creek. Removal of these visual elements would cause an alteration of rural character and a reduction of visual quality. Construction of either Build Alternative would require removal of several mature trees and other vegetation in the immediate vicinity of the bridge. The old stone bridge rails of the existing pedestrian bridge are considered a CEQA Scenic Resource because of their rustic appearance, proximity to the scenic highway, and their contribution to the rural visual character of the region. Removal of the existing stone bridge rails would diminish the visual quality of the scenic highway at that location.

Avoidance, Minimization, and/or Mitigation Measures

With implementation of the following measures, the project would be consistent with the rural character of the Santa Ynez Valley and the aesthetic goals of the State Scenic Highway program, and potential visual impacts would be effectively minimized:

Replacement Only (Alternative 1)

1. Aesthetic treatment will be included in the proposed replacement bridge rail design. The appearance will be consistent with the local community aesthetic values and the State Scenic Highway State Route 154 corridor.
2. If aesthetic treatment of the new pedestrian bridge includes coloring of its metal rail components, all existing and replacement (if applicable) end treatment elements and guardrail associated with the existing State Route 154 vehicle bridge will be colored with a stain such as Natina, as directed by Caltrans Landscape Architecture staff in conjunction with the Project Engineer.

Both Build Alternatives

1. Preserve as much existing vegetation as possible. Prescriptive clearing and grubbing and grading techniques that save the most existing vegetation possible should be used.
2. Following construction, re-grade and re-contour any new construction access roads, staging areas and other temporary uses as necessary to match the surrounding natural topography.
3. Revegetate the creek banks with native vegetation as directed by the Caltrans Biologist in conjunction with Caltrans Landscape Architecture. The purpose of revegetation will be to screen views of the residential neighborhood south of the project as seen from State Route 154.
4. Rock slope protection will be placed in a natural-appearing arrangement and either planted and/or stained to reduce noticeability.

2.1.2 Agriculture and Forest 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project

and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

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

2.1.3 Air Quality

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

Considering the information included in the Air Quality Technical Memo dated April 3, 2019, the following significance determinations have been made.

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

2.1.4 Biological Resources

Considering the information included in the Natural Environment Study dated August 2017 with an Addendum to the Natural Environment Study completed in March 2019, the following significance determinations have been made.

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less than Significant
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than Significant
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant

Question—Would the project:	CEQA Significance Determinations for Biological Resources
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Affected Environment

The Biological Study Area is defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities. The Biological Study Area occurs along State Route 154 and Alamo Pintado Creek in an area with relatively level topography and an elevation of about 834 feet above sea level. The size of the Biological Study Area is about 217,060 square feet or 4.98 acres.

The Alamo Pintado Creek originates in the San Rafael Mountains, about 10.5 miles northeast of the Biological Study Area. The Biological Study Area encompasses about 830 feet of Alamo Pintado Creek. During major winter storms, Alamo Pintado Creek near Los Olivos may have short-duration surface flows. These flows tend to be more like small flash floods and last no more than a few hours or days. During the rest of the year, the creek is dry.

The limits of U.S. Army Corps of Engineers wetland jurisdictional areas were delineated using the Ordinary High-Water Mark of the creek. Wetland parameters were assessed by Caltrans biologists on August 3, 2017. About 0.078 acre of potential U.S. Army Corps of Engineers “other waters” was delineated within the area of potential impact along Alamo Pintado Creek. About 0.336 acre of California Department of Fish and Wildlife and Regional Water Quality Control Board jurisdictional area was delineated in the area of potential impact.

Vegetative communities in the Biological Study Area have been occasionally disturbed over the years by bridge projects, maintenance, and vehicle impacts. Both sides of Alamo Pintado Creek are vegetated mostly with the invasive *Ailanthus* tree.

During surveys conducted in 2016 and 2017, the most common wildlife types encountered have been passerine birds, such as the black phoebe (*Sayornis nigricans*) and American dusky flycatcher (*Empidonax oberholseri*). A single cliff swallow (*Petrochelidon pyrrhonota*) was seen flying circles between the existing pedestrian bridge and the existing vehicular bridge on State Route 154, and stains from previous swallow mud nests were found on the State Route 154 bridge. Other birds seen were the California scrub jay (*Aphelocoma californica*) and American crow (*Corvus brachyrhynchos*). A western fence lizard (*Sceloporus occidentalis*) was seen foraging along the creek bank. Staining from night-roosting bats was found on both bridges.

Environmental Consequences

Impacts would come mostly from clearing vegetation and trees, grading, and use of construction equipment. Impact areas to natural communities/habitats have been quantified based on estimated ground disturbance, disturbed vegetation, and installation of rock slope protection. Estimated impacts would occur in the area of potential impact and include temporary impacts within the two staging areas.

Permanent impacts to jurisdictional areas would result from the installation of rock slope protection on the banks of the creek. Alternative 1 would result in 0.009 acre of permanent impacts to U.S. Army Corps of Engineers jurisdictional areas, 0.111 acre of permanent impacts to Regional Water Quality Control Board jurisdictional areas, and 0.111 acre of permanent impacts to California Department of Fish and Wildlife jurisdictional areas. Alternative 2 would result in 0.009 acre of permanent impacts to U.S. Army Corps of Engineers jurisdictional areas, 0.105 acre of permanent impacts to Regional Water Quality Control Board jurisdictional areas, and 0.105 acre of permanent impacts to California Department of Fish and Wildlife jurisdictional areas.

Temporary impacts to U.S. Army Corps of Engineers jurisdictional areas would be 0.065 acre for both Build Alternatives. Temporary impacts to Regional Water Quality Control Board and California Department of Fish and Wildlife jurisdictional areas would be 0.197 acre for both Build Alternatives.

The project would remove seven Southern California black walnut trees due to their proximity to the bridge. The removal would not only affect individual Southern California black walnut trees, but also the wildlife species that may use these trees as foraging, nesting, and/or roosting habitat.

Suitable habitat conditions are present for several regional animal species of concern including the silvery legless lizard, coast horned lizard, Cooper's hawk, pallid bat, Townsend's big-eared bat, other roosting bats, American badger, and many migratory bird species. None of the above species were seen during biological surveys. The pallid bat (*Antrozous pallidus*) was not seen during daytime bat surveys, but is inferred to be present because

Jerusalem cricket parts (*Stenopelmatus* sp.) were found in bat guano (droppings) right below night-roosting locations.

Avoidance, Minimization, and/or Mitigation Measures

The project would impact potential U.S. Army Corps of Engineers/Regional Water Quality Control Board jurisdictional “other waters” and California Department of Fish and Wildlife jurisdictional areas within the area of potential impact. Avoidance and minimization measures would be implemented for potential impacts to all jurisdictional areas:

1. Prior to construction, Caltrans will obtain a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Wildlife.
2. Prior to any ground-disturbing activities, Environmentally Sensitive Area fencing will be installed between the area of potential impact and adjacent jurisdictional areas, and around the dripline of trees to be protected within the project limits. Caltrans-defined Environmentally Sensitive Areas will be noted on design plans and delineated in the field prior to the start of construction activities.
3. Construction activities in jurisdictional areas will not occur at times when surface water is either present or has the potential to be present (as determined by rain in the weather forecast). Work may not be conducted when rain is forecasted 24 hours prior to work activities and/or rain is forecasted during work activities. Deviations from this work window will only be made with permission from the relevant regulatory agencies.
4. Stream contours will be restored as close as possible to their original condition.
5. During construction, Caltrans will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants in the project site will be removed and properly disposed of.
6. Enhancement plantings are anticipated to be proposed on-site and in-kind and will be detailed in Caltrans’ Landscape Architecture Landscape Planting Plan in coordination with a biologist determined qualified by Caltrans, with developed planting specifications to assure survival of planted vegetation and enhancement of functions and values. Impacts to native trees greater than 4 inches in diameter at breast height would be offset by replacement planting within the project limits. Replacement plantings would be achieved using a 3 to 1 ratio for each native tree removed.

7. On-site replacement plantings will include the Southern California black walnut, western sycamore, and arroyo willow. Erosion control seed mix will include the coyote bush (*Baccharis pilularis*), calf lotus (*Acmispon wrangelianus*), California buckwheat (*Erigogonum fasciculatum*), and other California native plants suitable for the vicinity.

Coast Horned Lizard and Silvery Legless Lizard

1. All excavation and vegetation removal will be monitored by a Caltrans Biologist. The biologist will be contacted at least two weeks prior to excavation and vegetation removal and will be on-site during all new excavations and tree removals to monitor the activities.
2. Coast horned lizards, silvery legless lizards, or any species (excluding state or federal listed species) discovered during monitoring will be captured and relocated by the Caltrans District Biologist to suitable habitat outside the area of potential impact. Observations of Species of Special Concern or other special-status species will be documented on California Natural Diversity Database forms and submitted to the California Department of Fish and Wildlife upon project completion.

Cooper's Hawk and Other Nesting Birds

The following measures apply to all birds protected by the Migratory Bird Treaty Act and California Fish and Game Code. There are no formal survey protocols for most of these bird species, but the California Department of Fish and Wildlife typically requires pre-construction nesting bird surveys and avoidance of impacts to active bird nests.

1. If feasible, tree removal should be scheduled to occur between September 1 and February 15, outside of the typical nesting season. If bridge work, tree trimming, vegetation removal, or other work is proposed during the nesting season (February 15 through September 1), preconstruction nesting bird surveys will be conducted by a qualified biologist within two weeks prior to the onset of work activities. Also, 100-foot exclusion zones around active nests will be established by a qualified biologist until nesting season has ceased. The exclusion zone will be avoided until a qualified biologist has determined that juveniles have fledged and are no longer dependent on the nest.
2. If it is not feasible to conduct work on the pedestrian bridge outside of the bird nesting season (February 15 through September 1), bird nests will be excluded from both the pedestrian bridge and the State Route 154 bridge. Nesting bird exclusion methods may include installation of exclusion netting, removing/knocking down nests before they contain eggs, or other methods approved by the California Department of Fish and Wildlife. The proper time for installation of bird exclusion netting is outside of the typical nesting season (i.e., implement exclusion methods from September 1 to February 14).

Pallid Bat, Townsend's Big-eared Bat, and Other Roosting Bats

The following measures apply to all bats protected by the California Department of Fish and Wildlife or under the California Environmental Quality Act and are intended to avoid disturbance to night-roosting bats that may use both the pedestrian bridge and the State Route 154 bridge within the Biological Study Area.

1. The applicant will prepare a plan to exclude bat species from roost areas on the pedestrian bridge only. This plan will discuss methods of eliminating bat access to the identified roosting habitat prior to demolition, so that bats are not able to return to and occupy the roost. Bat roost areas will be surveyed by a qualified biologist prior to implementing exclusion methods to ensure that no bats are trapped within. Exclusion methods may include, but are not limited to, wire mesh, spray foam, or fabric placement. This plan will be submitted to the appropriate regulatory agency for approval.
2. To protect night-roosting bats on the State Route 154 bridge, construction will be limited to daylight hours between sunrise and sunset, as defined by the U.S. Naval Observatory.

American Badger

1. No less than 14 days and no more than 30 days prior to any construction activities or any project activity likely to impact an American badger, a preconstruction survey will be conducted for the American badger. The survey will identify badger habitat features on the project site, evaluate use by badgers and, if possible, assess the potential impacts to badgers by the proposed activity. The status of all dens should be determined and mapped. Known dens, if found occurring within the footprint of the activity, will be monitored for three days with tracking medium to determine the current use. If no badger activity is observed during this period, the den will be destroyed immediately to preclude subsequent use. If badger activity is observed at the den during this period, the den will be monitored for five consecutive days from the time of the observation to allow any resident animal to move to another den during its normal activity. Only when the den is determined to be unoccupied will the den be excavated under the direction of the biologist.
2. If the preconstruction survey reveals an active natal pupping den or new information regarding badger presence within 200 feet of the project boundary, the California Department of Fish and Wildlife will be immediately notified by a qualified biologist.
3. Prior to ground breaking, a qualified biologist will conduct an environmental education and training session for all construction personnel.

4. Maintenance and construction excavations greater than 2 feet deep will be covered (e.g., with plywood, sturdy plastic, steel plates, or equivalent), filled in at the end of each working day, or have earthen escape ramps no greater than 200 feet apart to prevent trapping badger.

2.1.5 Cultural Resources

Considering the information included in the Historic Property Survey Report dated August 2017, the following significance determinations have been made.

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

Affected Environment

The Area of Potential Effects was established as the area immediately surrounding the Alamo Pintado Creek Pedestrian Bridge, any areas where ground disturbance may occur, and any areas where cultural resources could be directly or indirectly affected by the bridge demolition.

The Alamo Pintado Creek Pedestrian Bridge is a concrete-encased “jack arch” steel-stringer bridge with coursed rubble masonry rails, designed by the Santa Barbara County engineer and constructed in 1912-1913 (on what was then a county road) by a private firm under contract with Santa Barbara County. In 1931, the bridge and county road became part of the state highway system. The current Alamo Pintado Creek Bridge (bridge number 51-0076) was constructed by the Division of Highways in 1971, bypassing the 1912 bridge (bridge number 51-0076Y). The 1971 bridge has no sidewalks, and the abandoned 1912 bridge has continued in use as a pedestrian and equestrian bridge. The Alamo Pintado Creek Pedestrian Bridge was determined eligible for the National Register of Historic Places under Criterion C as a unique example in Santa Barbara County of a pre-World War I concrete bridge incorporating distinctive jack arch construction. The State Historic Preservation Officer concurred with this determination on September 20, 2017.

Environmental Consequences

Under both Build Alternatives, the demolition of the Alamo Pintado Creek Pedestrian Bridge would result in a finding of direct adverse effect to a historic resource that is eligible for listing in the National Register of Historic Places.

Avoidance, Minimization, and/or Mitigation Measures

- A public interpretive document (pamphlet/booklet) on the history of transportation/historical context of the bridge will be distributed in the local area.
- Historic American Engineering Record professional photographic and written documentation of the bridge will be prepared before the bridge is demolished.
- An interpretive exhibit will be installed in an area where it can provide a public benefit. The information in the exhibit will be on the history of transportation/historical context of the local area and can be installed in the project vicinity.

2.1.6 Energy

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

2.1.7 Geology and Soils

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? 	No Impact
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	No Impact
<p>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?</p>	No Impact
<p>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?</p>	No Impact
<p>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?</p>	No Impact
<p>f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	No Impact

2.1.8 Greenhouse Gas Emissions

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

2.1.9 Hazards and Hazardous Materials

Considering the information included in the Initial Site Assessment dated March 28, 2017, the following significance determinations have been made.

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

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

2.1.10 Hydrology and Water Quality

Considering the information included in the Water Quality Assessment dated June 5, 2019, the following significance determinations have been made.

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

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

Solvang and Buellton are the most populated areas of the Santa Ynez Valley. The city of Solvang has about 5,800 people and Buellton has about 5,300. This area is primarily rural and comprises mostly single-family residences and scattered townhomes and mobile homes. Additional future housing will most likely be confined to infill development. Solvang is a tourist-based town with commercial development located near the intersection of State Route 246 and Alamo Pintado Road while the commercial development of Buellton is near State Route 246 and McMurray Road, Industrial Way and North Avenue of Flags. Unincorporated areas of the Santa Ynez Valley include Los Olivos, Santa Ynez, and Ballard. Most of these areas comprise of ranchettes, large properties, and vineyards.

Affected Environment

The Santa Barbara County Association of Governments Regional Active Transportation Plan identifies a planned Class I facility along the north side State Route 154, across the highway from the pedestrian bridge. This is consistent with the 2009 Santa Ynez Valley Community Plan. The existing pedestrian bridge is currently used by the community to get between the residential and commercial part of town. Additionally, the Santa Ynez Valley Plan (2009) identifies that the pedestrian bridge is proposed to serve as an “on-road trail”. Coordination with the County will confirm alignment of the trail. The Caltrans’ owned bridge alongside SR 154 in Los Olivos is included in the longer-term vision for a multi-modal trail between Los Olivos and Los Alamos which is outlined in the Santa Ynez Valley Bicycle Master Plan. It will also be discussed in the forthcoming Santa Ynez Traffic Circulation and Safety Study

as well as Santa Barbara County Association of Governments' next Regional Transportation Plan, which is expected to be adopted in August 2021.

Santa Ynez Valley Master Bicycle Plan

2.1.12 Mineral Resources

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

2.1.13 Noise

Considering the information included in the Noise Technical Memo dated April 3, 2019, the following significance determinations have been made.

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

2.1.14 Population and Housing

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

2.1.15 Public Services

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

2.1.16 Recreation

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

2.1.17 Transportation

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

2.1.18 Tribal Cultural Resources

Considering the information included in the Archaeological Survey Report dated April 2017, the following significance determinations have been made.

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

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

2.1.19 Utilities and Service Systems

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

2.1.20 Wildfire

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

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

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less than Significant with Mitigation Incorporated

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
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)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

November 2019

NON-DISCRIMINATION POLICY STATEMENT

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

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A blue ink signature of Toks Omishakin, consisting of a stylized 'T' followed by a series of loops and a horizontal line.

Toks Omishakin
Director

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Appendix B Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis required, potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency consultation for this project has been accomplished through a variety of formal and informal methods, including Project Development Team meetings, interagency coordination meetings, and so on. Public participation will be sought through the release and review of this Initial Study with Proposed Mitigated Negative Declaration.

This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

Caltrans cultural resources staff consulted with the State Historic Preservation Officer and received concurrence with the finding of adverse effect. On August 7, 2019 the State Historic Preservation Officer sent an email stating no objection to the assertion that the proposed project would have a direct adverse effect on the Alamo Pintado Creek Pedestrian Bridge because the project proposes to demolish the historic bridge.

List of Technical Studies Bound Separately (Volume 2)

Air Quality Report

Noise Study Report

Water Quality Report

Natural Environment Study

Location Hydraulic Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

Scenic Resource Evaluation/Visual Assessment

Initial Paleontology Study

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

Jason Wilkinson

Central Region Environmental, California Department of Transportation
50 Higuera Street, San Luis Obispo, CA 93401

Or send your request via email to: Jason Wilkinson's email
Jason.wilkinson@dot.ca.gov

Or call: 805-542-4663

Please provide the following information in your request:

Project title

General location information

District number-county code-route-post mile

Project ID number