

NEPA/CEQA RE-VALIDATION FORM

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|---|---|
| DIST./CO./RTE. | 05 / SB / 101 |
| PM/PM | 47.54 |
| E.A. OR Fed-Aid Project No. | 05-1K530 / 0518000219 |
| Other Project No. (specify) | |
| PROJECT TITLE | Santa Barbara County Various drainage |
| ENVIRONMENTAL APPROVAL TYPE | N/A / CE |
| DATE APPROVED | 1/2/20/2019 2/28/2020 |
| REASON FOR CONSULTATION (23 CFR 771.129) | Check reason for consultation: <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only) |
| DESCRIPTION OF CHANGED CONDITIONS | GAVIOTA CREEK, SANTA BARBARA COUNTY, NORTH BOUND HIGHWAY 101, PM 47.54 Embankment failure above creek below the edge of roadway's interior NB lane/shoulder. Project description: Secure embankment below roads edge. |

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and is included on the continuation sheet(s) or is attached. With additional documentation, the original ED or CE remains valid.
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No
- The original document or CE is no longer valid.
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No
 Supplemental environmental document is needed Yes No
 New environmental document is needed Yes No (If "Yes," specify type: __)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief _____ Date _____ Signature: Project Manager/DLAE _____ Date _____

CEQA CONCLUSION (Only mandated for projects on the State Highway System)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be prepared and is included in the continuation sheets or will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR: __)
- The CE is no longer valid. New CE is needed: Yes No

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief RS Lovin Date 2.28.20 Signature: Project Manager/DLAE [Signature] Date 3-4-2020

**NEPA/CEQA RE-VALIDATION FORM
CONTINUATION SHEET(S)**

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., scope change; new alternative; change in project alignment

AT HWY 101, PM47.54, a washout repair area would be 42' in length by 20' down to the toe of the slope. Gaviota Creek and flowing water is approximately 15' from the toe of the slope. See Figure 1. Only fill material is needed, no exported material is necessary. 120-cubic yards of fill will be used and brought in from the nearby Las Cruces stockpile.

Change in environmental setting, e.g., new development affecting traffic or air quality

The work to repair the embankment is expected to take 3 days and when complete, the highway's 2-lanes of traffic will be restored.

Change in environmental circumstances, e.g., new law or regulation; change in the status of a listed species.

Change in environmental impacts of the project, e.g., new type of impact, or a change in the magnitude of an existing impact.

Change to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

See attachment.

Change to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised ECR as one of the Continuation Sheets.

Other Information

REVALIDATION FOR:

05-1K530/0518000219

Gaviota Embankment Washout on HW 101-PM 47.54

The washout repair area would be 42' in length by 20' down to the toe of the slope. Gaviota Creek and flowing water is approximately 15' from the toe of the slope. See Figure 1. Only fill material is needed, no exported material is necessary. 120-cubic yards of fill will be used and brought in from the nearby Las Cruces stockpile.

Avoidance and Minimization Efforts

Standard best management practices from Caltrans Standard Specifications 2015 shall be followed. Construction staging, material storage, and layout areas shall be limited to existing pullouts and previously paved areas only. The following avoidance and minimization measures will protect nesting bird species and special-status species that may be present in or near the project impact area:

1. A Caltrans biologist shall conduct a preconstruction survey and be on-site during initial ground disturbance. Should a special-status species be discovered, all work will stop until it is out of harms way. Should a State listed species be found, all work will stop and the California Department of Fish and Wildlife (CDFW) will be notified. Work may resume if the species leaves the work area or with CDFW permission. In the event that a federal listed species is found during work activities, all work that could affect the species will be stopped, the U.S Army Corps of Engineers and U.S. Fish and Wildlife Service will be notified, and work will only resume with their permission. Please contact District 5 Biologist Paul Holmes (805-549-3811) or Barrett Holland (805-549-3573) to arrange a pre-construction survey and to be on-site during initial ground disturbance.
2. Nesting Birds: To comply with the provisions of the Migratory Bird Treaty Act and CDFG Code Sections 3503 and 3503.5, construction will occur between September 15 and February 15, to the extent possible, to avoid impacts to nesting birds. If construction is proposed for the breeding season, contact District 5 Biologist Paul Holmes (805-549-3811) or Barrett Holland (805-549-3573) to arrange a preconstruction survey at least two weeks prior to project start. If nesting activity is detected, Caltrans will, if possible, establish a buffer around the nest(s). The buffer will be maintained, and construction activities will avoid nest sites until the biologist determines that the young have fledged or nesting activity has ceased. Typical buffers for nests include 250 feet for passerines and 500 feet for raptors.
3. Vegetation at the access point shall be driven over only and no grubbing shall occur. No tree removal is allowed; tree limbs shall be trimmed as necessary to provide equipment access.

4. Sediment removed shall be disposed in an upland area (i.e., staging area) and/or hauled off site where it cannot re-enter a creek and will not affect a special-status species habitat.
5. Aquatic Resources: Measures shall be taken to avoid direct and indirect impacts to waterways and riparian habitat.
 - a. No work within streams or riparian zones shall occur during wet conditions. No work shall occur in a live stream. Work shall not be conducted if rain is forecast within 24 hours.
 - b. Standard best management practices shall be enacted to ensure that sediment and run-off do not occur.
 - c. Vehicles and equipment shall be checked and maintained daily, to prevent leaks of materials that if introduced to water could be deleterious to aquatic life.
 - d. Vehicles and Equipment shall be refueled at least 100 feet from the drainages within the project area. All refueling and equipment maintenance should be conducted away from waterbodies to avoid accidental contamination.
6. Erosion Control / Vegetation Restoration:
 - Erosion shall be controlled by one or a combination of the following: natural fiber matting and/or rolls, incorporating straw, applying a stabilizing emulsion, and seeding
 - Only locally occurring native plants shall be used for erosion control and restoration.
 - Erosion control shall be placed on all disturbed slopes and material disposal sites.
 - Erosion control may contain any of the following: mugwort (*Artemisia douglasiana*), California sagebrush (*Artemisia californica*), purple sage (*Salvia leucophylla*), and California brome (*Bromus carinatus*).
7. Storage Areas: Material and equipment storage is restricted to existing unvegetated pull-outs and paved areas in the State right-of-way and not within the drip-line of coast live oak trees and outside of riparian corridors. Storage areas proposed by the contractor that are outside of the right-of-way shall be reviewed in advance by District 5 Biologist Paul Holmes (805-549-3811) or Barrett Holland (805-549-3573).
8. Invasive Species: To reduce the spread of invasive non-native plant species, Caltrans will implement the following protection measures to comply with Executive Order (EO) 13112:
 - a. Invasive plants are known on the project site, therefore any plant materials removed during construction will be contained and treated as trash and disposed of in a permitted landfill.