

South Coast 101 HOV Lanes Project

Santa Barbara County, California

05-SB-101-PM 1.4 to 12.3

05-ON7000

Project ID# 0500000225

SCH# 2009051018

**Final Environmental Impact Report / Environmental Assessment with Finding of No
Significant Impact**

Revaluation Addendum



State of California Department of Transportation

May 2021



1.0 Introduction

This Addendum is prepared in accordance with State California Environmental Quality Act (CEQA) Guidelines Section 15164, which provides that an Addendum to a previous environmental impact report (EIR) may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project. According to Section 15164(a) of the State CEQA Guidelines, “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

The 2014 South Coast 101 High Occupancy Vehicle (HOV) Lanes Project Final Environmental Impact Report /Environmental Assessment with Finding of No Significant Impact (State Clearing House [SCH] #2009051018), herein referred to as the “101 HOV EIR/EA” was prepared by the California Department of Transportation (Caltrans) to comply with the requirements of CEQA and the National Environmental Policy Act (NEPA) for a high occupancy vehicle lane extending from Carpinteria Creek in the City of Carpinteria to Cabrillo Boulevard in the City of Santa Barbara, herein referred to as the “101 HOV Project” or “Project.”

Caltrans proposes a construction support site (CSS) during the temporary construction phase of the 101 HOV Project. Construction support sites within the Caltrans right of way (ROW) are discussed in the 101 HOV EIR/EA. However, at the time the 101 HOV EIR/EA was certified, the exact locations and uses of these sites were undetermined. Therefore, the areas for potential construction support sites within the Caltrans ROW were studied. The resource impacts and associated measures of these potential sites were included in the 101 HOV EIR/EA assuming uses such as materials and equipment storage/staging. Although within the study area of the 101 HOV EIR/EA, the proposed CSS location and use is not specifically identified in the construction details and impact assessment of the 101 HOV EIR/EA. The County of Santa Barbara (County) and Santa Barbara County Air Pollution Control District (SBCAPCD) are responsible agencies for the Project; Caltrans is the lead agency for environmental review under CEQA and NEPA. This addendum to the 101 HOV EIR/EA documents the CSS location and components in detail and concludes that the CSS would not create any potentially significant environmental impacts beyond those identified in the 101 HOV EIR/EA. The CSS would also not substantially increase the magnitude or severity of impacts that were previously identified.

This addendum does not require public circulation because it does not provide significant new information that changes the 101 HOV EIR/EA in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the CSS or a feasible way to mitigate or avoid such an effect. This addendum does not review any 101 HOV Project components other than the proposed CSS.

Environmental Document Components of the 101 HOV Project

The 101 HOV EIR/EA was completed in August 2014 and was approved by Caltrans as the CEQA and NEPA lead agency in August 2014. Following certification of the 101 HOV EIR/EA, a legal challenge to the 101 HOV EIR/EA was filed with the Santa Barbara County Superior Court. Subsequently, the “2017 Revised EIR” was prepared to address sections warranting revision, and ultimately certified in October 2017 by Caltrans. The 2017 Revised EIR incorporated the analysis of the 101 HOV EIR/EA that remained unchanged. Subsequently, the 101 HOV Project was amended in 2018 to incorporate additional

structural alterations to rehabilitate the highway's mainline and ramps along with the construction of the HOV lane; a 2018 EIR/EA Addendum to the 101 HOV EIR/EA analyzed these changes.

- **101 HOV EIR/EA:** An EIR/EA for the South Coast HOV Lanes project, including segments 4A to 4E, was certified on August 26, 2014. The 101 HOV EIR/EA found significant (Class 1) impacts as a result of both project-specific and cumulative Visual Resource impacts. The 101 HOV EIR/EA identified significant but mitigable (Class 2) impacts in the areas of Visual Resources, Biological Resources, Cultural Resources, Water Quality. The bulk of the environmental analysis is found in this component, since the 2017 Revised EIR incorporated the text of the 101 HOV EIR/EA for all sections other than traffic analysis, which was the focus of the revision.
- **2017 Revised EIR:** In response to litigation of the 101 HOV EIR/EA, the 2017 Revised EIR was prepared and certified on October 27, 2017. In addition to the impacts identified in the 101 HOV EIR/EA, the 2017 Revised EIR identified significant (Class 1) traffic impacts—a substantial increase in traffic delay at eight identified intersections. The Olive Mill Road at Coast Village Road intersection was one of the eight intersections with identified impacts. A mitigation plan was established for the eight intersections and the approach for each location is listed in Table 2.8 (page 47) of the 2017 Revised EIR. The specific approach for the Olive Mill Road and Coast Village Road intersection calls for a one-lane roundabout, constructed prior to the full opening of the 101 HOV Project, with a funding cooperative agreement between Caltrans and the City of Santa Barbara for constructing the project. Although the 2017 Revised EIR incorporates by reference the 101 HOV EIR/EA sections, the text of the 2017 Revised EIR document focuses only on traffic impacts.
- **2018 EIR/EA Addendum:** Structural inspections of Highway 101 revealed a need for structural rehabilitation of Highway 101's mainline and ramps; it was determined it would be in the best interest to include the rehabilitation with the 101 HOV Project. The rehabilitation also includes reevaluation of the highway's vertical and horizontal alignments to meet current standards for stopping and sight distance, as well as American Disability Act improvements at select ramp intersections, and soundwall elements. An EIR/EA Addendum, approved June 1, 2018, was prepared by Caltrans to address these changes.

For information about the original 101 HOV Project, including the affected environment, project effects, and avoidance, minimization, and mitigation measures, please refer to the 101 HOV EIR/EA. As noted above, the 2017 Revised EIR focused strictly on traffic impacts per the Writ of Mandate and the 2018 Addendum focused on rehabilitation to the highways mainline.

For the purposes of this Addendum, the 101 HOV EIR/EA is the source of reference for the impact analysis in accordance with CEQA Guidelines Section 15164(a).

CEQA

CEQA Guidelines Section 15164 provides for the preparation of an addendum when "minor technical changes or additions that are necessary to assure that the original environmental analysis is adequate under CEQA, provided that:

- there are no new significant environmental effects,
- there is no substantial increase in the severity of previously identified significant effects,
- no substantial changes occur with respect to the circumstances under which the project undertaken requiring major revisions to the previous environmental document,
- there is no new information of substantial importance which was previously unknown,
- there are no considerably different mitigation measures or alternatives identified that do not become adopted by the project sponsor."

Caltrans finds that the previous environmental document, as amended, may be used to fulfill the environmental review requirements of the Project. The changes in construction details are minor and do not change the significance of the project's environmental impacts. There has been no substantial increase in the severity of significant effects. No substantial changes in the regulatory circumstances have occurred. No new information that was previously unknown has been identified. No new alternatives have been identified. Mitigation measures proposed herein are substantially similar to the original mitigation measures provided for the 101 HOV Project.

NEPA

Under NEPA, there are three triggers that necessitate the initiation of the consultation or reevaluation process:

- Project is proceeding to the next major federal approval,
- Project changes,
- Three year timeline for an EIS.

23 Code of Federal Regulations (CFR) 771.129(c) provides that Caltrans must consult (ensure that the original environmental document/determination is still valid) prior to requesting any major approvals from the Federal Highway Administration (FHWA). Although project changes are not specifically called out in 23 CFR 771.129, they can be important triggers for reevaluation.

While the entire project must be re-examined for changes, an evaluation of the NEPA document should focus on any changes to the project, its setting, impacts, or new issues that have arisen since the circulation of the document. Based on the written evaluation, a decision is made whether the existing NEPA document remains valid, to supplement the existing document, or prepare a new document.

Caltrans finds that the previous environmental document as amended herein may be used to fulfill the environmental review requirements of the Project. The changes in the construction details of the 101 HOV Project are minor that do not change the significance of the construction related environmental impacts. There has been no substantial increase in the severity of significant effects. No substantial changes in the regulatory circumstances have occurred. No new information of substantial importance that was previously unknown has been identified. No new alternatives have been identified. Mitigation measures proposed herein are not considerably different from the original mitigation measures identified for the 101 HOV Project.

1.1 101 HOV EIR/EA Impact Determinations

The 101 HOV EIR/EA was prepared to address NEPA requirements as well as CEQA. The CEQA analysis of the 101 HOV Project is found in Chapter 3 of the 101 HOV EIR/EA, titled “California Environmental Quality Act Evaluation.” The impact classifications listed below summarize the classifications identified in Chapter 3. However, because issue areas between the two regulations overlap, Chapter 3 often references the analysis within the NEPA chapters that precede it. For ease of reference, the CEQA issue areas are listed below with the NEPA section (where the detailed analysis is found) listed in italics.

No Impact (Class 4)

- Agriculture and Forestry Resources (*Farmlands/Timberlands*)
- Energy (*Energy*)
- Public Services (*Utilities/Emergency Services*)
- Population/Housing (*Growth*)
- Mineral Resources (*Mineral Resources*)
- Recreation (*Recreation*)

Less Than Significant (Class 3)

- Air Quality (*Air Quality*)
- Noise (*Noise*)
- Geology/Soils (*Geology/Soils/Seismic/Topography*)
- Hazards and Hazardous Materials (*Hazardous Waste or Materials*)
- Land Use/Planning (*Consistency with Local Coastal Plans and Community Character/Cohesion*)
- Transportation (*Traffic and Transportation including Pedestrian and Bicycle Facilities*)

Less Than Significant Impacts with Mitigation (Class 2)

- Biological Resources (*Biological Environment*)
- Cultural and Tribal Cultural Resources (*Cultural Resources*)
- Hydrology/Water Quality (*Hydrology/Floodplains, Water Quality/Storm Water Runoff*)

Significant Unavoidable (Class 1)

- Aesthetics (*Visual/Aesthetics*)

No Impact Determination made in the 101 HOV EIR/EA

- Greenhouse gases (*Climate Change*)¹

Areas Not Discussed in the 101 HOV EIR/EA

- Wildfire

¹Measures were included to help reduce potential greenhouse gas effects, but an impact determination was not made.

1.2 Current Project Description

Caltrans proposes a CSS using a 56,000 square foot area of the existing Caltrans ROW on Highway 101 in Santa Barbara County during the remaining six years of construction needed to complete the 101 HOV Project

The 56,000 square foot CSS is bounded to the north by the Padaro Lane/Highway 101 south bound on-ramp, the Highway 101 southbound lanes, and by railroad tracks to the south. Padaro Lane is located approximately 125 feet to the south of the project site and the Pacific Ocean is located approximately 830 feet south of the project site. Private Residences are located southwest (approximately 560 feet from the center of the CSS) and southeast (approximately 850 feet from the center of the CSS), across Padaro Lane. The proposed CSS is relatively flat and ranges in elevation from 62 to 68 feet above mean sea level (amsl). The land surrounding the project site is at a similar elevation and relatively flat, except for the bluff and Pacific Ocean to the south of the project, which drops the elevation down to sea level.

The CSS would be used until construction of the 101 HOV Project is complete, or for no more than six years (whichever is less). The primary purpose of the CSS is to manufacture concrete needed for the construction and rehabilitation of the paved lanes and structures to be built as part of the 101 HOV Project. The CSS will include a portable “wet mix” concrete batch plant that includes equipment and materials designed to form concrete, including water, air, admixtures, sand, aggregate, and cement. The batch plant will operate using air toxics best available control technology (conveyor drops with water spray bars, 99.99% efficiency baghouse, wind screens and road dust measures applied). During construction of the project, the CSS will operate up to 10 hours per day and produce up to:

- a) 250 cubic yards per hour
- b) 2,500 cubic yards of concrete per day
- c) 50,000 cubic yards of concrete per year

Initially, a 779 horsepower (hp) tier-4 diesel generator is proposed to power the CSS during the anticipated six-year construction period; however, an alternate power source is being pursued in coordination with Southern California Edison (SCE) in an effort to reduce the amount of time the diesel generator would be required. Installation of the line power would require boring approximately 350 feet at 5-foot deep under Via Real and Highway 101 (See Figure 1). SCE has issued a “will serve” letter to provide line power to the site; however, timing of the installation is contingent upon coordination with SCE and receipt of an encroachment permit from County Public Works. Assuming all parties are able to come to an agreement regarding the line power source in the near term, it is anticipated that the line power would be operational prior to February 2022. In this event, the generator would only run for approximately one year. While the generator is used to power the CSS (prior to the SCE connection), it will operate up to 1,400 hours per year and consume up to 32,480 gallons of diesel fuel per year.

At the CSS, sand and aggregate will be unloaded at the batch plant's initial truck drive-over dump site. Fixed wind screens, approximately 3-feet (36") in height and 14-feet, 9-inches in width (177"), will be positioned on both sides of the truck drive-over and in place during the unloading of sand and aggregate. Sand and aggregate will be stockpiled using a conveyor leading from the drive-over dump site. The total surface area of stockpiles will be 6,500 square feet within the CSS. The transfer of materials within the CSS will be completed with a 243 hp wheeled front loader with a tier 4 final diesel engine. The front loader will operate up to 1,000 hours per year. Approximately 39,122 square feet of the 56,000 square feet CSS (or approximately 75 percent of the site) will be paved with 5.5 inches of hot mix asphalt overtop 9 inches recycled class 2 aggregate base. Trees were removed from the site in February 2021, but stump removal and minimal grading would be needed prior to paving the site. No import or export of soil outside of the 101 HOV Project area will take place prior to paving the site. The CSS perimeter fence will include a green fabric screen. Along the Highway 101 on-ramp and southbound shoulder adjacent to the CSS, a concrete K-rail will be placed to restrict public access. Note that the K-rail will be positioned in coordination with the results of the approved Health Risk Assessment (HRA) to ensure that any significant screening acute risk found is outside of the highway's public access area. The concrete K-rail is depicted as the green line in Figure 1.

Similar to the existing construction activities on the 101 HOV Project, a water truck with sprayer will be used for dust control at the CSS. When in operation, 1,000 gallons of water will be sprayed on the paved areas of CSS every hour. The application of sprayed water each hour will be completed at a rate slow enough to prevent and/or minimize sheet flow and surface runoff. Any sheet flow and surface runoff resulting from water sprayed for dust control will be collected in a small sump tank (approximately 300 gallons) to be located at the discharge point of the CSS. Dust control water collected in the tank will be pumped back into the water truck for reuse. Therefore, non-stormwater discharge from the application of dust control water is not expected from the CSS. Water used for dust control will come from an existing Caltrans potable irrigation line and will total approximately 220,000 gallons per year.

Stormwater surface water flow will be directed to the southwest corner of the CSS the using a v-ditch along the southern boundary and eastern boundary of the site to capture, slow and direct water toward a manageable discharge point. Best Management Practices (BMPs) will be installed in the v-ditch as needed during rain events to reduce stormwater velocity. To capture any water that may flow beyond the v-ditch, a silt fence will be installed along the fence line as well as a small sump tank. If controls are not effective, additional BMPs will be installed. All stormwater water flow to the southwest corner will be sampled prior to discharge in compliance with the terms outlined in the Industrial General Stormwater and Construction General Stormwater permits issued for the CSS and improved BMPs will be implemented if needed. See Figure 2 for CSS site plan details.



Figure 1 – Boring Location for Electrical Power Connection at Construction Support Site

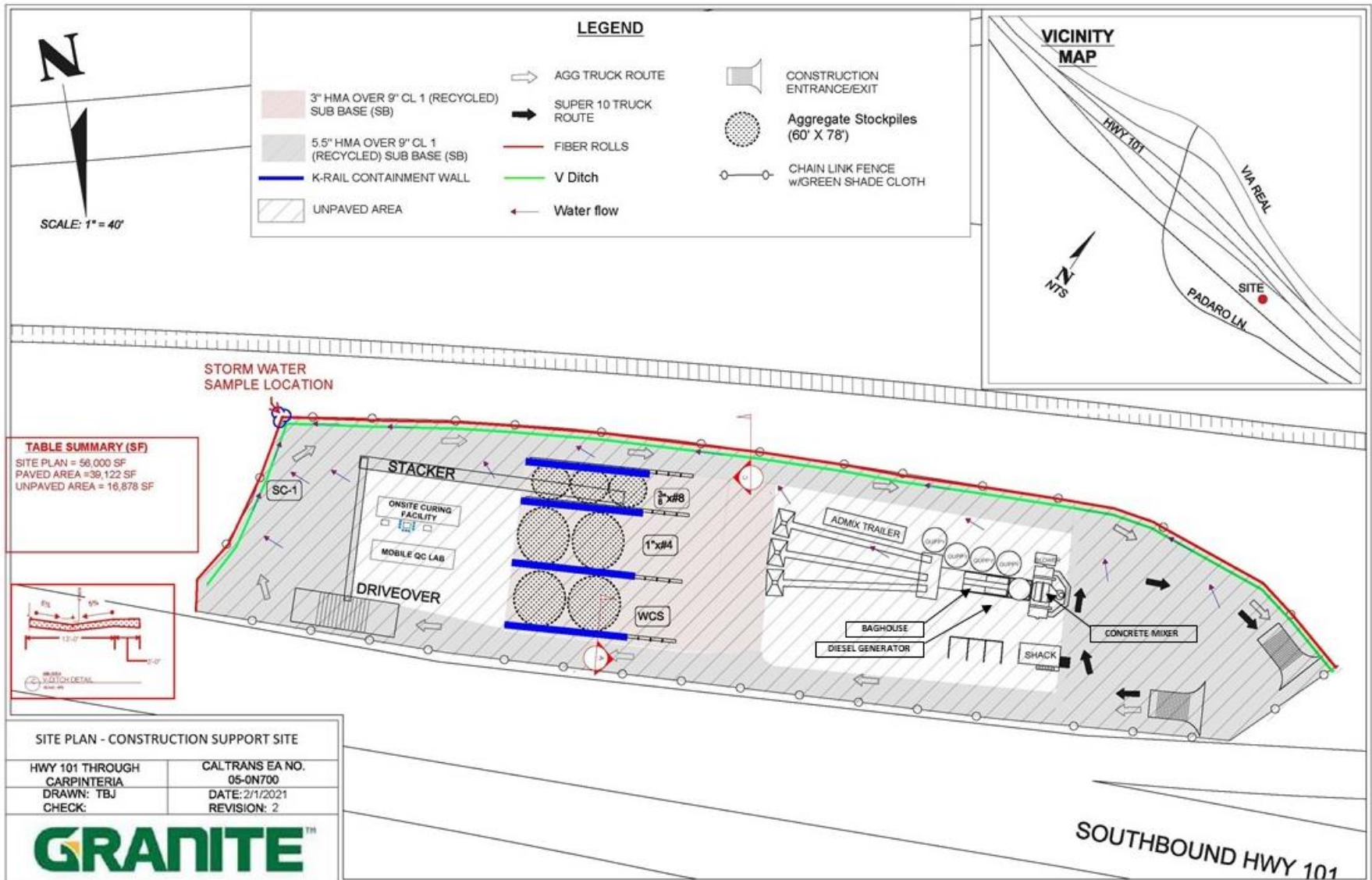


Figure 2 – Site Plan – Construction Support Site

To accommodate the CSS footprint, existing vegetation and trees within the ROW need to be removed. In February 2021, trees were removed, as identified in the existing Coastal Development Permit, and stumps were left in ground at the CSS. Upon completion of using the CSS to support construction of the 101 HOV Project, the site would be restored by removing the aggregate base and hot mix asphalt and replanting the site at a 1:1 minimum tree replacement ratio. The replanting of trees and vegetation at CSS would replicate the replanting palette for Segment 4B, which has been approved by the County as a condition of the Coastal Development Permit.

The CSS is an added construction component of 101 HOV Project. Therefore, several applicable Caltrans Standard Specifications, Special Standard Specifications, and Nonstandard Specifications being implemented for the 101 HOV Project are inherently part of the proposed CSS. These construction standards are further discussed in the Changes to Avoidance, Minimization, and Mitigation Section of this Addendum.

1.3 Purpose and Need

In the 101 HOV EIR/EA, construction support sites were assumed and different areas within the 101 HOV Project limits were studied. However, the exact locations and activities of these sites was not determined. This Addendum analyses environmental impacts based on new information about construction support site. The new information about the CSS is unrelated to the purpose and need and is solely relevant to the construction phase of the project.

1.4 Project Changes and Background

The 101 HOV Project will use a CSS within the existing 101 HOV Project limits in order to manufacturer concrete needed for the construction of the 101 HOV Project. The 101 HOV Project is divided into 5 segments for phased construction: Segment 4A in the City of Carpinteria, Segments 4B through 4D in the County of Santa Barbara, and Segment 4E in the City of Santa Barbara. Construction of Segment 4A began in April 2020; since that time, the concrete used for construction has been supplied by the Cemex facility at 3 South Calle Cesar Chavez in the City of Santa Barbara. With new information about the CSS, it was identified by Caltrans as the single most critical component for the construction of the 101 HOV Project in Summer 2019 as it would allow construction to continue while also providing the following benefits:

Environmental

- Closer in proximity to where the concrete would be poured, therefore reducing traffic congestion and miles driven. Operation of the on-site batch plant at the CSS would result in approximately 130,000 fewer truck miles related to concrete pouring.
- The aggregate sources used for an on-site batch plant are in closer proximity than the aggregate sources utilized by Cemex. Operation of the on-site batch plant at the CSS would result in a reduction of approximately 700,000 truck miles related to aggregate delivery.
- Operation of an on-site batch plant at the CSS would result in less water and cement used due to the reduced water to cement ratio required for lower slump concrete.
- A new on-site batch plant at the CSS will be equipped with the latest BACT based on SBCAPCD requirements as determined by the project's HRA.

Schedule

- If an on-site batch plant at the CSS is used, the slip-form installation method would be employed, which takes significantly less time than utilizing ready-mix from an existing, permitted facility. The traveling public would benefit from reduced overall construction duration and lane closures.
- Ready-mix supplied by an existing, permitted facility must be delivered in trucks at a higher slump (wetter, more plastic) than concrete produced by an on-site facility. Ready-mix concrete must then be placed in wood or steel forms that must be set and removed for each placement. This is a labor-intensive activity when compared to the slip-form method that would be employed as part of the on-site batch plant operations at the CSS.
- Required lane closures and overall construction duration would be reduced, resulting in increased safety and congestion for the travelling public.

Cost

- The total construction cost would be significantly reduced by using an on-site batch plant at the CSS; the cost savings is estimated to exceed \$10,000,000 over the six-year construction duration.

Quality

- The slip-form method that would be used as a result of the on-site batch plant at the CSS would result in smoother pavement as compared to the hand-form and place method. Less corrective grinding and slurry disposal would be required if the on-site batch plant at the CSS were used.

1.5 Changes to Environmental Setting

The 101 HOV EIR/EA analyzed the temporary construction impacts anticipated during construction of the project's entirety from Segment 4A in the City of Carpinteria through Segment 4E in the City of Santa Barbara. The construction impacts analyzed are related to the equipment used and construction activities within the 101 HOV Project limits. The 101 HOV EIR/EA did not analyze activities related to the manufacturing of the construction materials (concrete, steel, etc.) since those activities would be speculative in the original analysis. In general, the source, location, and processes of manufactured materials needed to construct Caltrans projects is not part of the environmental setting and impact analysis because such decisions are delegated to the awarded contractor.

With new information about the location and activities proposed at the CSS, there is potential for new environmental impacts to receptors within nearby proximity which are not addressed in the 101 HOV EIR/EA. Per California Code of Regulations (CCR) 15162, any change to a project that generates a new potential for environmental impacts must be analyzed and a finding of significance must be made. The changes to the environmental setting of the 101 HOV Project since the 101 HOV EIR/EA is solely related to the location and activities at the proposed CSS.

Under the jurisdiction of the SBCAPCD, the proposed CSS and manufacturing of concrete introduces new regulations applicable to stationary sources of equipment. A piece of equipment which emits air emissions and operates for over 12 months at a single location may be considered a stationary source. Additionally, the CSS will need to be approved under the jurisdiction of the County of Santa Barbara Local Coastal Plan as it is within the Coastal Zone limits. Lastly, as the CSS is an industrial type facility, it will require new Industrial Stormwater Permitting under the jurisdiction of the Central Coast Regional Water Quality Control Board (CCRWQCB).

The CSS is proposed to operate during the remaining construction of the 101 HOV Project, which is anticipated to be over an approximate six-year period. The CSS will be located at the mid-point of the 101 HOV Project limits near the southbound Padaro onramp in the County of Santa Barbara. The proposed CSS is 5.6 miles from the southern 101 HOV Project limit in the City of Carpinteria and 5.3 miles from the northern 101 HOV Project limit in the City of Santa Barbara. Therefore, at any given time during the six-year operation of the CSS, there will be major roadway construction associated with the 101 HOV Project (HOV lane, bridges, walls, etc.) no further than approximately 5.6 miles away. The CSS will mimic the character and feel of other 101 HOV Project construction activities dispersed and phased throughout the 101 HOV Project limits, between Carpinteria and Santa Barbara. The character and feel of other 101 HOV Project construction activities includes the ongoing presence and impacts associated with: heavy construction equipment, construction fencing, traffic control/lane closures, construction signage, and areas void of vegetation. In accordance with Caltrans requirements, the 101 HOV Project construction (including the CSS) will:

- Include restrictions for public access, and provide proper construction zone signs and fencing around the site perimeter;
- Include a traffic patrol contract to quickly assist with any stranded vehicles or traffic issues on Highway 101 and public roads in near proximity to the CSS, including the overpass from Highway 101 n/b at Padaro Lane leading to the CSS.
- Include regular water spraying during periods of dry weather to limit dust emissions, while adhering to CCRWQCB requirements. Water spray trucks used for roadway construction will also serve the construction support site; and
- Follow all Caltrans Standard Specifications intended to reduce environmental effects.

However, unlike the phased roadway construction activities not expected to last more than 2 to 3 years at any single location within the 101 HOV Project, the location of the CSS will not change during the six-year 101 HOV Project construction. The long-term operation of the CSS at a single location creates a minor change to the environmental setting and applicable regulations.

2.0 Project Impacts and Mitigations

The analysis below identifies the impacts that were previously analyzed in the 101 HOV EIR/EA and assesses whether the specific details of the CSS would create potentially significant environmental impacts in addition to those already identified, or whether the CSS would substantially increase the magnitude or severity of impacts that were previously identified.

Because the 101 HOV EIR/EA was prepared to address both CEQA and NEPA, the terminology follows NEPA category descriptions. For each CEQA issue area discussed below, the corresponding EIR section header and section number is identified in italics. All referenced sections are found in the body of the 101 HOV EIR/EA. Additionally, it should be noted that most of the construction impacts for resources are analyzed under Section 2.4 “Construction Impacts” of the 101 HOV EIR/EA, rather than within the corresponding impact area (except for Biological Resources). This Addendum discusses construction impacts under each applicable issue area and references Section 2.4 Construction Impacts in the headers below, where applicable.

There are resources both addressed/unaddressed in the 101 HOV EIR/EA which are not applicable to the six-year operation of the CSS and therefore do not require further impact analysis and discussion in this Addendum. These resources are:

- Geology/Soils (*Geology/Soils/Seismic/Topography 2.2.3, Paleontology 2.2.4*)
- Mineral Resources (no applicable section)
- Land Use/Planning (*Land Use 2.1.1, Community Impacts 2.1.3*)
- Population/Housing (*Growth 2.1.2*)
- Public Services (*Utilities/Emergency Services 2.1.4*)
- Recreation (*Parks and Recreation 2.1.1.4, Construction Impacts 2.4*)
- Transportation (*Traffic and Transportation including Pedestrian and Bicycle Facilities 2.1.1 2017 Revised EIR*)
- Utilities/Service Systems (*Utilities/Emergency Services 2.1.4, Construction Impacts 2.4*)

Where appropriate, avoidance, minimization, and mitigation measures are refined to be specific to the CSS. In this Addendum, refined measures for the CSS are provided in a strike-out/underline format. A Mitigation Monitoring and Reporting Plan is attached to this Addendum that identifies how the measures will be implemented (i.e., timing, responsible party, and success criteria).

2.1 Aesthetics (*Visual/Aesthetics*)

The 101 HOV EIR/EA discussed various visual impacts that would occur as a result of construction vehicles and equipment, and other elements on and near the 101 HOV Project site. Because of the extended duration of work to complete the 101 HOV Project and the great number of affected viewers, this impact was classified as *Significant and Unavoidable (Class 1)*. Use of the CSS will last for six years. This would include tree removal, minor grading/ground disturbance, asphalt paving of a 39,122 square foot area, batch plant equipment, nighttime lighting, light and glare from construction vehicle operation, and other temporary structures, such as perimeter fencing. However, the CSS would not increase the severity of previously identified significant effects described in the 2014 EIR/EA. Avoidance, minimization, and mitigation measures previously identified for the 101 HOV Project would apply.

Aesthetic Avoidance, Minimization, and Mitigation Measures that Apply to the CSS

Revisions of measures that apply to the CSS since the 101 HOV EIR/EA are marked with ~~strike through~~ if removed and underlined if added.

- All new and construction lighting shall minimize excess light and glare by careful placement of the poles, height and position of luminaires, and shielded lenses where feasible.
- All aesthetic planting shall use larger container-size plant material where appropriate. Trees shall be planted, at minimum, from 15-gallon containers.

2.2 Agriculture and Forestry Resources (*Farmlands/Timberlands Chapter 2, page 39*)

A determination of *No Impact (Class 4)* to agriculture or forestry resources is made in the 101 HOV EIR/EA because the project would be built in existing public ROW. The proposed CSS does not extend

beyond the existing ROW, nor are there agricultural or forestry resources present; therefore, there is no increase in previously analyzed impacts.

2.3 Air Quality (Construction Impacts 2.4, Climate Change 3.2.6 -Construction Emissions)

The 101 HOV EIR/EA identified a number of air pollutants expected from the 101 HOV Project’s long-term operation and short-term construction. Long term operation emissions were analyzed using forecasted vehicle travel expected after completion of the 101 HOV Project. In summary, the 101 HOV Project’s long-term operational impacts to air quality were not expected to increase local or regional concentrations of air pollutants; nor were the long-term operational air quality emissions expected to impact nearby sensitive receptors. Long-term operational air quality impacts were found to be *Less Than Significant (Class 3)*. The construction air quality emissions analyzed in the 101 HOV EIR/EA were related to particle generation from ground disturbance and equipment emissions. Particle generation from ground disturbing activities during construction was quantified at approximately 3.1 PM₁₀ lbs/day. Construction equipment exhaust emissions were quantified in terms of quarterly and total tons. Construction equipment emissions from the 101 EIR/EA are found in Table 1. below. The largest percentage of pollutants during construction of the 101 HOV Project was identified as windblown dust generated from excavation, grading, hauling, demolition, and various other activities. Pollutants from construction activities were expected to vary daily as construction progressed. Construction dust and equipment emissions from the 101 HOV Project occurring very close to the ROW were expected to affect nearby residences occasionally and for short-term periods.

Table 1. CONSTRUCTION EQUIPMENT EMISSIONS FROM THE 101 HOV EIR/EA

Constituent	No-Build Alternative	Build Alternatives	Build Alternatives
	Quarterly (tons)	Quarterly (tons)	Total (tons)
Carbon Monoxide (CO)	0	4.7	104.1
Reactive Organic Gas (ROG)	0	1.2	26.4
Oxides of Nitrogen (NOx)	0	14.3	315.6
Diesel PM ₁₀	0	0.6	14.2

Source: Air Quality Study 2010. These figures include an estimate of all construction vehicles expected to be used on the project.

Standard measures required by the California Air Resources Board (CARB), SBCAPD, Caltrans Standard Specification sections, and minimization measures previously identified for the 101 HOV Project would effectively reduce and control construction-emission effects. Therefore, construction impacts to air quality within the 101 HOV EIR/EA were found to be *Less Than Significant (Class 3)*. In regard to Climate Change, the 101 HOV EIR/EA did not make a CEQA finding of significance for the construction related greenhouse gas emissions of the 101 HOV Project. It was determined that in the absence of regulatory and scientific information regarding greenhouse gases, it was too speculative to make a determination regarding significance of the Project’s direct impact and its contribution on the cumulative scale to climate change. However, minimization measures to reduce greenhouse gas emissions were included.

Operation of the CSS would contribute construction-related (short term) air quality emissions to the 101 HOV EIR/EA Project. Construction emissions from the CSS are estimated in this section. Although new stationary source equipment regulations apply to the CSS, no new significant environmental effects or substantial increases in the severity of previously identified significant construction effects would result because the CSS would only operate during the construction of the 101 HOV Project (short term); and during that time, the CSS would not increase the significance of air quality impacts to sensitive receptors as described in the 101 HOV EIR/EA. Operation of the CSS will include the minimization measures previously identified for the 101 HOV Project (with minor revisions subject to the CSS).

Air Quality Emissions

Construction related mass air quality emissions are quantified in the 101 HOV EIR/EA. However, since the CSS was not part of the project at that time, its mass air quality emissions are not evaluated. Therefore, mass air quality emissions from the proposed six-year operation of the CSS have been calculated and are included in Tables 2-4 below. Calculation methodologies used for the different CSS emission sources include:

- Mobile emissions: calculated using the EMFAC2017 Web Database v1.02
- Portable Generator and Front Loader emissions: calculated using Manufacturer’s Technical Specifications
- Batch Plant emissions: calculated using SBCAPCD guidance, approved emission factors, and Technical Specifications from Granite Construction for moisture content and equipment configurations
- Onsite and offsite paved road dust: calculated using USEPA AP-42 emission factors, SBCAPCD guidance, and CA Air Resources Board (CARB) data.

Table 2. DAILY WORST CASE CONSTRUCTION SUPPORT SITE AIR QUALITY EMISSIONS SUMMARY						
Emissions lbs/Day						
	HC(ROG)	NOX	CO	SO2	PM10	PM2.5
Genset Engine	2.07	7.40	32.07	0.05	0.20	0.20
Loader	0.01	0.58	5.03	0.49	0.03	0.03
Batch Plant	--	--	--	--	14.8	2.03
Nearsite¹/Onsite trucks	0.92	8.58	1.51	0.01	0.09	0.08
Nearsite/Onsite road dust	--	--	--	--	5.63	1.38
Totals	3.0	16.6	38.6	0.56	20.78	3.73
Significance Threshold²	55	55	--	--	80	80
Significant?	No	No	--	--	No	No

¹Nearsite includes truck traffic within 1,000 ft of the construction support site

²Santa Barbara County CEQA long-term operation emissions threshold of significance (September 2020)

Table 3. ANNUAL CONSTRUCTION SUPPORT SITE AIR QUALITY EMISSIONS SUMMARY						
Emissions tons/Year						
	HC(ROG)	NOX	CO	SO2	PM10	PM2.5
Genset Engine (Generator)	0.14	0.52	2.24	0.003	0.014	0.015
Loader	0.0072	0.029	0.25	0.0004	0.001	0.001
Batch Plant	--	0	0	0	0.019	0.04
Nearsite¹/Onsite trucks	0.0035	0.082	0.016	0.0002	0.0004	0.0004
Nearsite/Onsite road dust	0	0	0	0	0.084	0.02
Totals	0.15	0.634	2.51	0.004	0.290	0.073
Significance Threshold²	25	25	--	25	25	25
Significant?	No	No	--	No	No	No

¹Nearsite includes truck traffic within 1,000 ft of the construction support site

²Santa Barbara County recommends use of 25 tons per year for all criteria pollutants (except CO) for determining a projects construction impact level of significance under CEQA (September 2020)

Table 4. ANNUAL CONSTRUCTION SUPPORT SITE GREENHOUSE GASES EMISSIONS SUMMARY				
Co2e Emissions Metric Tons/Year				
	CO2	CH4	N2O	Total Co2e Metric Tons/Year
Genset Engine (Generator)	331.62	0.33	1.03	333.0
Loader	36.08	0.036	0.112	36.2
Nearsite1/Onsite trucks	21.95	0.004	1.37	23.3
Totals	389.64	0.37	2.52	392.5
Significance Threshold²				1,000
Significant?				No

¹Nearsite includes truck traffic within 1,000 ft of the construction support site

²Santa Barbara County CEQA greenhouse gas emission threshold of significance for industrial stationary source projects (September 2020)

With operation of the CSS, daily dust emissions during construction of the 101 HOV Project are estimated to increase 20 lbs/day. Also, emissions from the construction equipment exhaust at the CSS will contribute to a small fractional increase in the total tons per year during construction of the 101 HOV Project.

Caltrans does not generally adopt local jurisdiction CEQA thresholds of significance for actions within the State ROW. However, Caltrans' project CEQA findings often require adoption by a local jurisdiction through issuance of a discretionary permit. Discretionary permits for the CSS are necessary from the SBCAPCD and the County. Discretionary permits for the CSS are necessary from the SBCAPCD and the County. For that reason, the applicable Santa Barbara County air quality significance thresholds (September 2020) are included in Tables 2-4 above. Although the CSS is a temporary construction element to the 101 HOV Project, it is considered by APCD to be a stationary source as it will operate at the same location for more than 12 months and require an SBCAPCD permit to operate. Tables 2-4 compare the CSS emissions to both the County's short-term construction and long-term operational

thresholds. During the CSS six-year operation, emissions will not exceed the County's long-term daily trigger for offsets, the recommended short-term annual threshold for construction emissions, or the long-term greenhouse gas annual threshold for stationary sources.

Toxic Air Contaminants

The 101 HOV EIR/EA analyzed the 101 HOV Project's construction related emissions and the potential health implications of related air toxic contaminants to nearby receptors. The 101 HOV EIR/EA determined that the phased construction of the 101 HOV Project may cause occasional annoyance and complaints from nearby receptors, but such air quality effects would be short term and not result in long-term adverse conditions at any single receptor during the ten-year construction of the 101 HOV Project.

This addendum analyzes toxic air contaminants (TACs) related to the six-year operation of the CSS and their potential to impact nearby receptors not analyzed in the 101 HOV EIR/EA. For that reason, an HRA was required to determine the CEQA findings required by Caltrans as the Lead Agency and the SBACPD and County as Responsible Agencies issuing discretionary permits for the CSS.

TACs are air pollutants that may cause acute (immediate) or chronic (cumulative) adverse health effects, such as cancer or reproductive harm. Specific to the CSS, the HRA identified 24 pollutants with the potential to impact nearby receptors. However, only four (4) pollutants are found to primarily contribute to the non-cancer health risk: Arsenic, Crystalline Silica, Manganese, and Mercury; and two (2) pollutants are found to primarily contribute to the cancer risk: Diesel exhaust particulate matter, and Arsenic. Nearby receptors used for the HRA included the following:

- Summerland Elementary School - Sensitive receptor
- Loon Point Beach Access Parking Lot - point of maximum impact (PMI) with public access
- Private Residence approximately 560 ft. southwest from the center of the CSS site - maximally exposed individual resident (MEIR). Note that the worker receptor is included on this same site (for MEIR).
- Private Residence approximately 560 ft. southwest from the center of the CSS site - maximally exposed individual worker (MEIW)

The HRA modeled the health risk exposure levels at these receptors. TAC risk exposure thresholds are generally adopted by the local air districts in California. The goal of setting such thresholds is to prevent a new or modified facility from creating a significant risk to a community. The SBACPD risks thresholds are like most districts throughout the State. For this addendum Caltrans is using the SBACPD CEQA thresholds of significance for health risk impacts associated with the toxic air contaminants from the CSS. The SBACPD significance threshold for long-term public health risk is set at 10 excess cancer cases in a million for cancer risk. For non-cancer risk, the significance level is set at a Hazard Index of more than one (1.0). A Hazard Index of more than one means that predicted levels of a toxic pollutant are greater than the exposure level (the exposure level being a level that is generally considered acceptable). These significance thresholds are also the health risk public notification thresholds adopted by the SBACPD Board. Based on the results of the HRA, neither the long-term cancer risk or non-cancer

risk threshold are exceeded at any nearby receptors with a six-year operation of the CSS during construction of the 101 HOV Project. A summary of the HRA risk results compared to the SBCAPCD significant risk thresholds is included as Tables 5a and 5b.

Table 5a – Summary of Cancer Health Risk Results

Receptor Type	Receptor Number	UTM East (m)	UTM North (m)	Cancer Risk (in a million)	Significance Threshold (in a million)
<i>Preliminary Tier 1 Assessment Results¹</i>					
Offsite PMI	2881	262,926	3,811,236	60.5	NA
MEIR ²	691	262,828	3,811,105	11.6	≥10
MEIW ³	155	262,890.5	3,811,168	7.60	≥10
Sensitive Receptors Summerland School	2863	261,349	3,811,935	0.28	≥10
<i>Refined Tier 2 Assessment Results⁴</i>					
Offsite PMI	2881	262,926	3,811,236	40.4	NA
MEIR ²	691	262,828	3,811,105	8.13	≥10
MEIW ³	155	262,890.5	3,811,168	1.9	≥10
Sensitive Receptors Summerland School	2863	261,349	3,811,935	0.18	≥10
NA = not applicable					
<ol style="list-style-type: none"> 1. Tier 1 Assessment cancer risk for was evaluated based on a 30 year exposure duration and worker exposure was conservatively evaluated based on a 25 year exposure and includes inhalation, soil and dermal exposure. 2. Exposure pathways for offsite PMI, MEIR, and Summerland School included inhalation, soil, dermal, mothers milk, crop, chicken and eggs. Only the MEIR also included the fish pathway exposure as well due to the pond located on site. 3. Exposure pathways for workers includes inhalation, soil and dermal exposure. 4. Tier 2 Assessment cancer risk for residences and the sensitive receptor was evaluated using a 6-year exposure duration, the length of the project. Tier 2 worker cancer risk assessment used a 25-year exposure duration. This is considered conservative as the project duration is 6-years. 					

Table 5b – Summary of Non-Cancer Health Risk Results

Receptor Type	Receptor Number	UTM East (m)	UTM North (m)	Chronic HI ¹	8-Hour Chronic HI	Acute HI ²	Significance Threshold (HI)
Offsite PMI Acute	275	262891	3811293	-	-	9.41E-01	>1
Offsite PMI Chronic	2869	262858.6	3811282	1.92E+00	-	-	NA
	2883	262937.9	3811235	-	5.43 E-01	-	NA
MEIR	691	262828	3811105	4.60E-01	1.09E-01	2.40E-01	>1
MEIW	155	262890.5	3811168	2.94E-01	1.70E-01	-	>1
MEIW	156	262916	3811168	-	-	3.41E-01	>1
Sensitive Receptors							
Summerland School	2863	261349	3811935	2.94E-03	5.64E-04	1.10E-02	>1
<p>NA = not applicable</p> <ol style="list-style-type: none"> 1. Chronic hazard exposure pathways for Residences and the Sensitive Receptors includes inhalation, soil, dermal, mothers milk, crop, chicken and eggs. Only the MEIR included the fish pathway exposure as well due to the pond located on site. Worker chronic risk includes inhalation, soil and dermal exposure. 2. The Offsite PMI represents the maximum acute risk that the public would have access to which is on the southbound freeway. This assumes stalled traffic. As described in the Addendum, a K-rail will be alongside the project site preventing any public access. 							

Air Quality Nuisance

The 101 HOV EIR/EA determined that construction dust and odors occurring very close to the ROW could potentially cause occasional annoyance and complaints from nearby residences. Odorous compounds can come from a number of types of sources, including: naturally occurring decomposition products or geogenic sources (hot springs vents); agricultural sources such as feedlots and certain crop fields; industrial processes or products such as rendering plants, waste water treatment plants, painting/solvent use, and reduced sulfur compounds from oil and gas production activities. The CSS would not have substantial emissions of odorous compounds. Although the CSS will contribute daily dust emissions construction of the 101 HOV Project, there are no residential structures (sensitive receptors) located close to where the CSS is proposed. The 101 HOV EIR/EA analyzed air quality impacts to sensitive receptors within 500 feet of the highway, because most of the air quality impacts to were expected within that distance from the highway. There are no sensitive receptors within approximately 500 feet of the majority dust generating and equipment exhaust activities within the CSS.

Air Quality Avoidance, Minimization, and Mitigation Measures that Apply to the CSS

Revisions specific to the CSS since the 101 HOV EIR/EA are marked with ~~strikethrough~~ if removed and underlined if added.

As described in the 101 HOV EIR/EA, Caltrans Standard Specification sections pertaining to dust control and dust palliative applications are required for all construction contracts and often effectively reduce and control construction-emission impacts. The provisions of Caltrans Standard Specifications, Section 14 "Air Pollution Control" and Section 10 "Dust Control," require the contractor to comply with all California Air Resources Board and Santa Barbara County Air Pollution Control District rules, ordinances, and regulations. Santa Barbara County Air Pollution Control District requires certain measures for all projects involving earth-moving activities. Proper implementation of all of these measures, as necessary, is assumed to reduce fugitive dust emissions to an acceptable level and is strongly recommended for all projects involving earth moving. As described in the project description of this Addendum, the CSS will operate using air toxics best available control technologies including conveyor drops with water spray bars, 99.99% efficiency baghouse, wind screens, and road dust measures applied. The CSS will also comply with the 101 HOV Project standard dust control and equipment exhaust as refined and are included below. Lastly, the CSS will require a Permit to Operate (PTO) from the SBCAPCD. The PTO will require that the CSS operates within certain parameters, applies control measures, and monitoring/reporting is completed to show permit compliance. The best-available control technologies, refined minimization measures (below), and ongoing compliance/reporting with a required PTO will keep construction impacts to air quality *Less Than Significant (Class 3)* with operation of the CSS during construction of the 101 HOV Project.

- During construction and operation of the CSS, 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 would include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency would be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water would be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption. Reclaimed water is not available at the construction support site so water from the Caltrans ROW irrigation system will be used.
- Onsite vehicle speeds shall be reduced to ~~15~~ 5 miles per hour or less, and disturbed areas would be minimized within CSS by paving all areas of vehicle movement (39,122 square feet).
- ~~Gravel pads~~ Rumble strips shall be installed at all CSS access points to prevent tracking mud onto public roads.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, re-vegetation, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.
- The contractor or builder would designate a person to monitor the dust control program and to order increased watering, as necessary to prevent transportation of dust offsite. This person will also be responsible for compliance and monitoring requirements determined by the Permits to Operate provided by the SBCAPCD for the CSS. The individual's duties would include holiday and weekend periods when work may not be in progress. The name and telephone number of such a person would be provided to the Santa Barbara County Air Pollution Control District prior

to land use clearance for map recordation and land use clearance for finish grading for the structure.

- Any dust, mud, or other debris tracked out from project sites onto public roads shall be cleaned up immediately, with total site cleanup (including public access roads) occurring no less than daily twice per day. Wet street sweepers will be used.

Ozone Precursors and Greenhouse Gases

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain a permit from Santa Barbara County Air Pollution Control District (permits from the SBCAPCD are required for the diesel generator and concrete batch plant located at the CSS)
- 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 to reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles.
- Construction equipment operating onsite 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 the Environmental Protection Agency or California Air Resources Board should be installed on onsite equipment.

2.4 Biological Resources (*Construction Impacts 2.4*)

The 101 HOV EIR/EA found construction-related impacts to biological resources to be *Less Than Significant with Mitigation (Class 2)*. Caltrans biological surveys indicate roadside plantings consist of a mix of Monterey cypress and blue gum eucalyptus trees. Tree removal has the potential to affect nesting birds. The Federal Migratory Bird Treaty Act (MBTA) protects most North America migratory birds, nests, and eggs. California Department of Fish and Wildlife Code Sections 3503, 3513, and 3800 also protect migratory birds. In February 2021, a Monarch butterfly survey was completed by Caltrans at the CSS using protocols developed by the Xerces Society for the Western Monarch Butterfly. No active butterfly roosts or individual Monarch butterflies were observed at the CSS. No monarch butterfly roosting environmentally sensitive habitat will not be impacted, as the CSS is located 750 feet from the nearest recorded overwintering location, which is located on the opposite side of Highway 101 along Lambert Road in Toro Canyon. These impacts are consistent with those previously identified in the 101 HOV EIR/EA; therefore, there are no new significant environmental effects or substantial increase in the severity of previously identified significant effects.

Biological Resources Avoidance, Minimization, and Mitigation Measures that Apply to the CSS

Revisions specific to the CSS since the 101 HOV EIR/EA are marked with ~~strikethrough~~ if removed and underlined if added.

- Prior to any ground-disturbing activities, environmentally sensitive area fencing would be installed around the drip line of the trees to be protected. Where feasible, fencing will be placed at least 5 feet from the drip line of those trees.
- To avoid affecting nesting birds in riparian vegetation, no clearing activities would take place between February 15 and September 30. If tree removal is required during the nesting season, a qualified biologist would need to conduct a focused survey for active bird nests in the trees to be removed or trimmed. If any active migratory bird nests are found, Caltrans Biology would ~~coordinate with the California Department of Fish and Wildlife to~~ determine an appropriate buffer based on the habitat and needs of the species. The nest area would be avoided until the nest is vacated and the juveniles have fledged and are no longer dependent on the nest area.
- Following project work, the temporary construction support site will be removed, and the area will be restored with a mix of native trees and shrubs, in accordance with the project CDP requirements for tree and landscape planting.
- During construction, all trash that may attract predators shall be properly contained, removed from the work site and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

2.5 Cultural Resources (*Construction Impacts 2.4*)

The 101 HOV EIR/EA found impacts to historic resources to be *Less Than Significant (Class 3)*. The 101 HOV EIR/EA identified 11 historic-period properties within the immediate vicinity of the 101 HOV Project “Area of Potential Effect” (APE) that were either listed in or determined eligible for listing in the National Register of Historic Places. None of these historic resources are adjacent to the CSS. Therefore, there are no new significant environmental effects or substantial increase in the severity of previously identified significant effects.

The 101 HOV EIR/EA found impacts to cultural and tribal resources to be *Less Than Significant Impacts with Mitigation (Class 2)*. The Treatment and Data Recovery Plan for the 101 HOV Project identified 11 locations within the 101 HOV Project area that had a moderate to very high potential to contain buried sites. Extended Phase I testing examined 7 of the 11 locations that were identified as having high sensitivity for buried resources; 4 locations could not be accessed (Montecito Creek, Oak/Ysidro Creeks, Romero Creek, and Garrapata Creek). One prehistoric archaeological site was identified (the Via Real Redeposited Midden) and determined eligible for listing in the National Register of Historic Places. The CSS is within the studied APE of the 101 HOV EIR/EA and does not have a moderate, high, or very high potential to contain buried sites. Therefore, the likelihood of encountering cultural or tribal cultural resources during construction of the proposed CSS is low, and measures included as a part of the 101 HOV EIR/EA would be adequate to address any unanticipated discoveries. There are no new significant environmental effects or substantial increase in the severity of previously identified significant effects.

Cultural Resources Avoidance, Minimization, and Mitigation Measures that Apply to the CSS
Revisions specific to the CSS since the 101 HOV EIR/EA are marked with ~~strikethrough~~ if removed and underlined if added.

- If human remains are discovered, State Health and Safety Code Section 7050.5(b) states that further disturbances and activities must cease in any area or nearby area suspected to overlie remains, and the county coroner would be contacted. Pursuant to State Health and Safety Code 7050.5(c), if the county coroner/medical examiner determines that the human remains are or may be of Native American origin, the Native American Heritage Commission will be contacted and the discovery will be treated in accordance with the provisions of California Public Resources Code 5097.98(a)-(d). The Native American Heritage Commission will notify the Most Likely Descendent. The District 5 or construction personnel who discovered the remains will contact the cultural resource specialist who will then work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

2.6 Energy (*Energy p. 39*)

The 101 HOV EIR/EA made a determination of *No Impact (Class 4)* to energy resources. “When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the [101 HOV] project would not have substantial energy impacts (101 HOV EIR/EA p. 39).”

The CSS was identified as a construction measure to increase construction efficiencies for the 101 HOV Project (as detailed in the Project Changes and Background section of this Addendum). The CSS would not create any new energy impacts and remains consistent with the 101 HOV EIR/EA.

2.7 Hazards and Hazardous Materials (*Hazardous Waste or Materials 2.2.5*)

The 101 HOV EIR/EA found potential for hazardous materials—primarily aerially deposited lead and asbestos—to exist throughout the 101 HOV Project area. Hazardous materials of these kinds are common in roadway projects, and as such, Caltrans has codified project standards to ensure materials are appropriately handled, tested, and transported to not create or emit hazards for the public or environment. With these standard measures in place, construction impacts were found to be *Less Than Significant (Class 3)*.

ADL is present within the top layers of the majority of Caltrans ROW within the 101 HOV Project limits, including the CSS. Any disturbance of ADL soil will be limited to minor grading and stump removal. However, all disturbed soil will remain onsite and will be capped with asphalt paving during operation of the CSS. Caltrans Standard Specification 14-11.08A is part of the 101 HOV Project and will apply to the CSS, adequately controlling the management of regulated material containing ADL. Therefore, site preparation and operation of the CSS consistent with this Standard Specification would not result in new or substantially more severe effects relating to hazards or hazardous materials beyond those identified in the 101 HOV EIR/EA.

2.8 Hydrology/Water Quality (Construction Impacts 2.4)

The 101 HOV EIR/EA identified a number of potential impacts to water quality and hydrology related to construction activities, including sediment from construction debris and grading activities, erosion, chemical releases, changes in water temperature of wetlands due to removal of vegetation, and temporary hydrology impacts of dewatering. However, the 101 HOV EIR/EA noted that standard Caltrans measures for pollution prevention and permanent storm water treatment BMPs would apply during and after construction of the 101 HOV Project that would control potential discharges of pollutants to surface water. Additionally, the required Storm Water Pollution Prevention Plan (SWPPP) would address the BMPs necessary to prevent water quality impacts during construction of the Project and buffers from sensitive resources such as wetlands and riparian corridors would be established throughout the project area. With these standard measures in place, construction impacts were found to be *Less Than Significant with Mitigation (Class 2)*.

The CSS will require a statewide Industrial General Stormwater permit (IGP) as regulated by the CCRWQCB. The CSS will also be subject to the Construction General Stormwater Permit requirements of the 101 HOV Project. These permits will require approval from the CCRWQCB regarding use/design of BMPs, site inspections, and water quality sampling (discharge events) of stormwater and non-stormwater. Sprayed water for dust control will be applied to the site at a rate of 1,000 gallons per hour during operation of the CSS, totaling approximately 220,000 gallons per year. Any dust control water that creates surface flow will be collected in a tank located at the CSS discharge point and pumped back into the water truck for re-use in dust control. During a rain event stormwater will be controlled, inspected, and discharged within compliance of IGP and Construction permits. No new or substantially more severe construction impacts beyond those analyzed previously would result. Mitigation measures previously identified for the 101 HOV Project would apply (with site specific revisions to the CSS).

Water Quality Avoidance, Minimization, and Mitigation Measures that Apply to the CSS

Revisions specific to the CSS since the 101 HOV EIR/EA are marked with ~~strike through~~ if removed and underlined if added.

- The required SWPPP required by the statewide IGP and also the Construction General Permit SWPPP for the CSS would address the best management practices (BMPs) necessary to prevent/mitigate water quality impacts at the CSS during construction of the 101 HOV Project. Improved BMPs will be implemented if needed.
- Rain-event action plans and the sampling and analysis requirements would require adequate best management plans prior to any predicted rain event, along with sampling ~~every~~ the storm water discharge location three times a day to meet specific sediment and pH level requirements.

2.9 Noise (Construction Impacts 2.4)

The 101 HOV EIR/EA found construction noise impacts to be *Less Than Significant (Class 3)*. Two types of short-term noise effects are identified to occur during construction of the 101 HOV Project: 1) noise associated with construction crew commutes and the transport of construction equipment and

materials; and 2) noise generated during excavation, grading, and roadway construction. Vibration impacts typically result from activities such as pile driving occurring in areas with other factors such as soil type, pile type, hammer strength, and sensitive receptors within proximity. Both types of effects are anticipated to occur with the 101 HOV Project construction activities and minimization measures are identified in the 101 HOV EIR/EA to reduce such effects.

The CSS would result in similar noise-inducing construction activities as the 101 HOV Project. No vibration impacts would result from operation of the CSS. The property fence line of the nearest private residence is approximately 300 feet from the location of worst-case noise generation within the CSS. The location of expected worst-case noise generation is where the concrete trucks will be loaded near the western entrance of the CSS. The predicted maximum worst case noise level at 50 feet from the CSS is 80 decibels (dB). This predicted worst case scenario is estimated using measured noise levels from equipment to be used at the CSS and calculations using the logarithmic scale of noise. The noise attributing equipment of the CSS used for the predicted worst-case noise level calculation is included in Table 5 below. Noise levels reduce by 6 dB whenever the distance is doubled from the noise source. Estimated noise levels at different distances from the CSS are also included in Table 6 below. Noise levels and effects to sensitive receptors estimated from the CSS are consistent with that analyzed in the 101 HOV EIR/EA.

Caltrans does not generally adopt local jurisdiction CEQA thresholds of significance for actions within the State ROW. However, Caltrans' project CEQA findings often require adoption by a local jurisdiction through issuance of a discretionary permit. Discretionary permits for the CSS are necessary from the SBCAPCD and the County. For that reason, the applicable Santa Barbara County CEQA noise thresholds (January 2021) are included in this addendum. Table 6. below compares the CSS worst case predicted noise level to the County's applicable noise threshold, which is 65 decibels at nearby property lines. During the CSS six-year operation, the noise level at the nearest fence lines (approximately 300 feet from location of worst-case noise generation within the CSS) is not expected to exceed 65 decibels. Additionally, nearby properties consist of estate homes on multi-acre lots, and their typical outdoor use areas are located further back from the property line. The County threshold of 65 dB at the property line is meant to prevent noise impacts to private outdoor living areas. Although the fence line is at 300 feet from the CSS, the nearest residential structure (house) is greater than 500 feet from the location of worst-case noise generation within the CSS. A 5-6-foot-tall solid wall exists along the entire property line between the CSS and nearby properties. This wall will provide further noise level protection to the typical outdoor use areas of nearby properties. Lastly, the removal of the generator when electric power is provided to the CSS would likely further reduce the worst-case noise levels.

Surrounding residents will be notified in advance of the construction schedule. Notification will include information on upcoming construction activities that are likely to disrupt normal nighttime activities. In addition, noise metering will be conducted and checked regularly to assure activities remain within allowable levels. If necessary, onsite temporary sound barriers could be constructed. No new or substantially more severe effects beyond those previously analyzed within the 101 HOV EIR/EA would result. Minimization measures previously identified to further reduce noise levels of construction activities for the 101 HOV Project would apply (with site specific revisions to the CSS).

Table 6. CONSTRUCTION SUPPORT SITE PREDICTED NOISE LEVELS FROM				
CSS Equipment	Estimated dB @ 50 feet	Estimated dB @ 100 feet	Estimated dB @ 200 feet	Estimated dB @ 300 feet (nearest property fence line)
Concrete Batch Plant	76	70	64	61
Concrete Mixer Truck	67	61	55	52
Front End Loader	75	69	63	60
Generator	76	70	64	61
Worst-Case Location - All equipment operating at once ¹	80	74	68	65 ²

¹ Total Sound Pressure Level (dB) = 10*(LOG(10^{7.6}+10^{6.7}+10^{7.5}+10^{7.6}))

² County Noise Threshold is 65 dB at property line

Noise Avoidance, Minimization, and Mitigation Measures that Apply to the CSS

Revisions specific to the CSS since the 101 HOV EIR/EA are marked with ~~strickthrough~~ if removed and underlined if added.

- **Advanced Notice:** The resident engineer shall notify the District 5 Public Information officer to place notice of the proposed project and CSS in local news media in advance of construction. The notice will give estimated dates of construction, timing of CSS operation, and mention potential noise impacts.
- **Public Relations:** A telephone shall be installed in the Public Information Officer’s office to receive noise complaints. The telephone number shall be publicized in local newspapers and by letter to residences near the ~~construction area~~ CSS.
- **Construction activities** would be minimized near any residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours. When possible, noisier construction tasks exceeding 87dBA within 50 feet of residential areas would be limited to weekdays from 7:00 a.m. to 5:00 p.m. It should be noted, however, that some nighttime construction is necessary to avoid major traffic disruption. The CSS will operate at nighttime to support necessary nighttime construction of 101 HOV Project.
- If noise complaints are received by the public, the construction manager would be notified and the specific noise-producing activity may be changed, altered, or temporarily suspended. District

noise staff would be consulted if specific noise-producing activities cannot be adequately reduced in the field.

- All equipment would have sound-control devices no less effective than those provided on the original equipment. All equipment shall operate with muffled exhaust.
- When feasible, the use of loud sound signals such as back-up warning buzzers or alarms would be avoided in favor of light warnings. The exception would be those cases required by safety laws for the protection of personnel.
- As directed by the Caltrans resident engineer, the contractor will implement appropriate additional noise mitigation measures such as notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.
- If any equipment at the construction support site which generates noise which exceeds 65 dBa at the property line of adjacent sensitive receptors, appropriate acoustic shielding must be implemented. Common construction building material (plywood, block, stacks, or spoils) can be employed for shielding. To be effective, the length of the proposed shielding should be greater than its height and the equipment should not be visible from the source.
- Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the job site without an appropriate muffler of a type recommended by the manufacturer.

2.10 Wildfire

Wildfire impacts were added to the CEQA Guidelines since preparation of the 101 HOV EIR/EA; therefore, the 101 HOV EIR/EA does not address impacts related to wildfire risks. The CSS would not increase the risk of wildfire as it is within the Caltrans ROW and will not impact the emergency services access in the area. Therefore, impacts are classified as *Less Than Significant (Class 3)*.