

Bridge Road Temporary Bridge Project Initial Study/Mitigated Negative Declaration

Prepared by

GPA Consulting

840 Apollo Street, Suite 312

El Segundo, CA 90245

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List of Acronyms

| | |
|-------------------|--|
| AB | Assembly Bill |
| ACE | Area of Conservation Emphasis |
| ADL | Aerially Deposited Lead |
| amsl | Above Mean Sea Level |
| APE | Area of Potential Effects |
| API | Unique Well Identifier |
| APN | Assessor's Parcel Number |
| ARB | Air Resources Board |
| ASR | Archaeological Survey Report |
| AQMP | Air Quality Management Plan |
| bgs | Below Ground Surface |
| BIOS | Biological Information and Observation System |
| BIR | Bridge Inspection Report |
| BMP | Best Management Practices |
| BSA | Biological Study Area |
| CalGEM | California Geologic Energy Management Division |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CDOC | California Department of Conservation |
| CEQA | California Environmental Quality Act |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO | Carbon Monoxide |
| CO ₂ | Carbon Dioxide |
| CO ₂ e | Carbon Dioxide Equivalent |
| County | County of Ventura Department of Public Works |

| | |
|---------------------|---|
| CRHR | California Register of Historical Resources |
| dB | Decibel |
| dBA | A-Weighted Decibel |
| CWA | Clean Water Act |
| EDR | Environmental Data Resources |
| ESL | Environmental Screening Levels |
| FEMA | Federal Emergency Management Agency |
| FIRM | Flood Insurance Rate Map |
| FMMP | Farmland Mapping and Monitoring Program |
| General Plan | Ventura County 2040 General Plan |
| GHG | Greenhouse Gas |
| HCP | Habitat Conservation Plan |
| IS/MND | Initial Study/Mitigated Negative Declaration |
| Leq | Equivalent Noise Level |
| Leq(h) | Hourly Equivalent Noise Level |
| LOS | Level of Service |
| mg/L | Milligrams Per Liter |
| MRZ | Mineral Resource Zone |
| MTCO ₂ e | Metric Tons CO ₂ e |
| NAHC | Native American Heritage Commission |
| NOA | Notice of Availability |
| NOI | Notice of Intent |
| NO _x | Nitrogen Oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NRCS | Natural Resources Conservation Service |
| NRHP | National Register of Historic Places |
| O ₃ | Ozone |
| OCP | Organochlorine Pesticides |
| OHWM | Ordinary High Water Mark |

| | |
|----------|---|
| PM | Particulate Matter |
| ppd | Pounds Per Day |
| PPV | Peak Particle Velocity |
| PRC | Public Resource Code |
| Project | Bridge Road Temporary Bridge Project |
| REC | Recognized Environmental Condition |
| ROC | Reactive Organic Compounds |
| ROG | Reactive Organic Gas |
| ROW | Right of Way |
| RWQCB | Regional Water Quality Control Board |
| SCCAB | South Central Coast Air Basin |
| SCAG | Southern California Association of Government |
| SCAQMD | South Coast Air Quality Management District |
| SMARA | Surface Mining and Reclamation Act of 1975 |
| SR-150 | State Route 150 |
| STLC | Soluble Threshold Limit Concentration |
| TCE | Temporary Construction Easement |
| TCLP | Toxicity Characteristic Leaching Procedure |
| U.S. | United States |
| USACE | United States Army Corps of Engineers |
| USDA | United States Department of Agriculture |
| U.S. EPA | United States Environmental Protection Agency |
| USFWS | United States Fish and Wildlife Service |
| VCAPCD | Ventura County Air Pollution Control District |
| VCWPD | Ventura County Watershed Protection District |
| VMT | Vehicles Miles Traveled |

1. INTRODUCTION

The County of Ventura (County) proposes to install a temporary, prefabricated single lane bridge, directly north of the existing Bridge Road Bridge (Bridge #52C 0053) over Santa Paula Creek in unincorporated Ventura County. The County has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of the proposed Bridge Road Temporary Bridge Project.

1.1. Legal Authority and Findings

The County is the Lead Agency pursuant to California Environmental Quality Act (CEQA) of 1970 (as amended). This IS/MND was prepared in accordance with CEQA and the Guidelines for the Implementation of CEQA (CEQA Guidelines, California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000 *et seq.*). Although consultants assisted in the preparation of this IS/MND, all analysis, conclusions, findings, and determinations presented in this IS/MND represent the County, acting as the Lead Agency pursuant to CEQA. In accordance with the provisions of CEQA and the State of California and local CEQA Guidelines, the County, as the Lead Agency pursuant to CEQA, is responsible for reviewing the potential environmental effects, and after consideration, approving or denying the project.

2. PROJECT DESCRIPTION

2.1. Project Title

Bridge Road Temporary Bridge Project

2.2. Lead Agency Name and Address

Ventura County Department of Public Works
800 South Victoria Avenue
Ventura, CA 93009

2.3. Contact Person

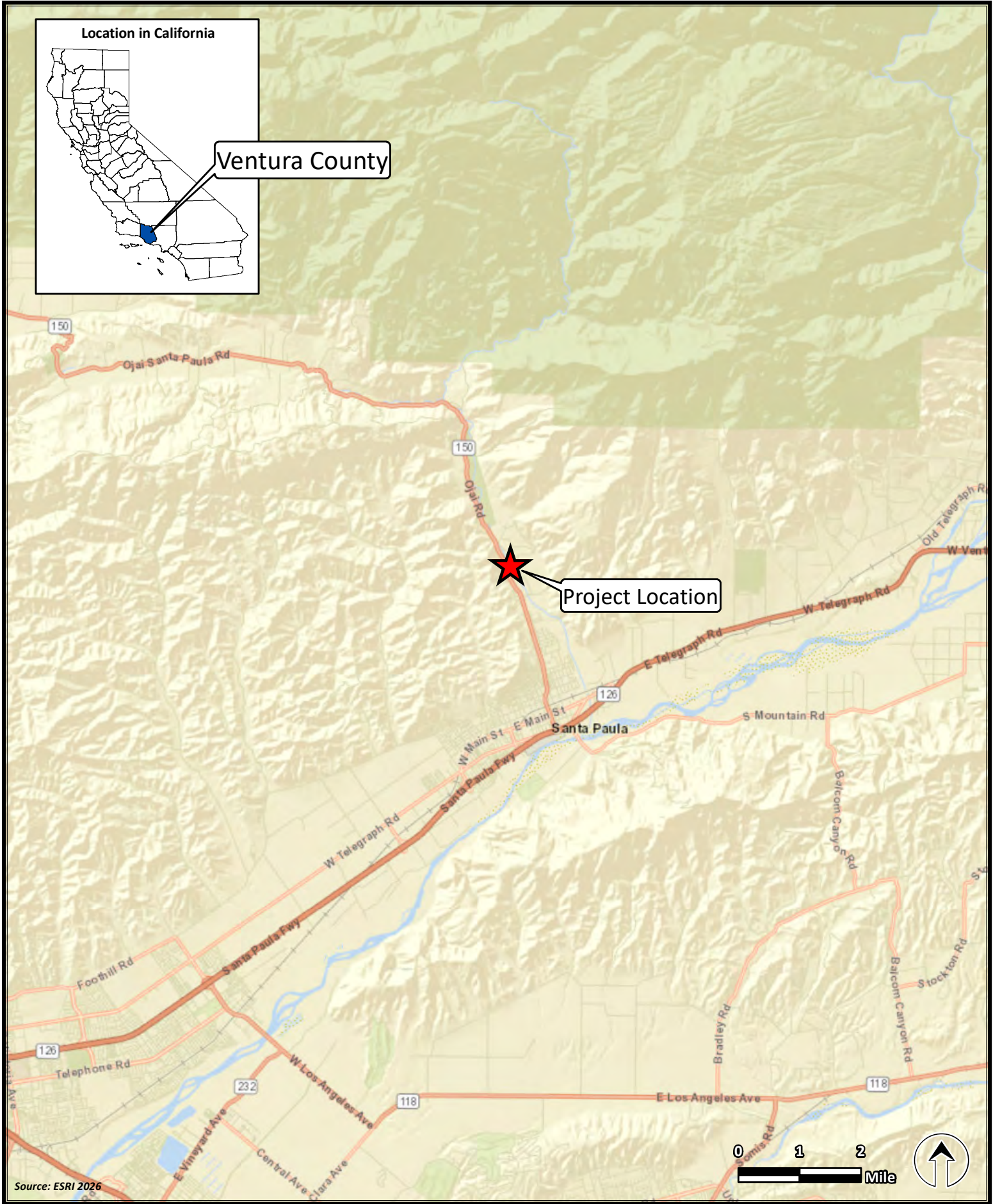
Matt Hespenheide
matt.hespenheide@venturacounty.gov
(805) 654-2187

2.4. Project Applicant and Sponsor

Ventura County Department of Public Works
800 South Victoria Avenue
Ventura, CA 93009

2.5. Project Location

The project area is in unincorporated Ventura County approximately 150 feet east of State Route 150 (SR-150) and approximately two miles north of the City of Santa Paula (see **Figure 1**). The project area encompasses approximately 0.5 acre and is identified by Assessor's Parcel Numbers (APN) 040-010-019, 040-012-001, and 040-012-025 (see **Figure 2**).



Source: ESRI 2026

FIGURE 1. REGIONAL LOCATION
Bridge Road Temporary Bridge Project

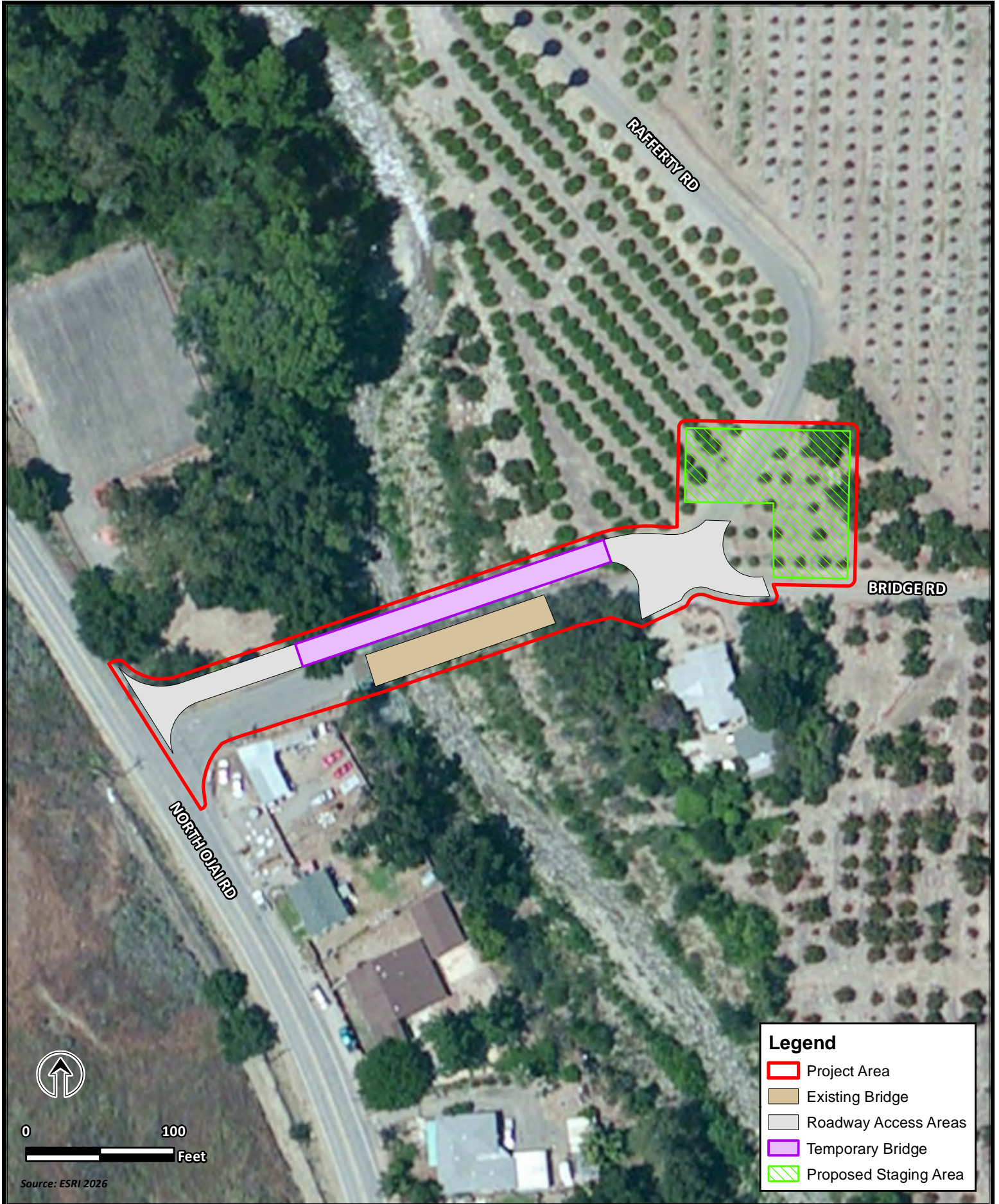


FIGURE 2. PROJECT AREA
Bridge Road Temporary Bridge Project

2.6. General Plan Designation

The *Ventura County 2040 General Plan* (General Plan) land use designation for most of the project area is Agriculture (AG) (Ventura County, 2020). According to the General Plan, AG is designation applied to lands that are suitable for the cultivation of crops and the raising of livestock. The remaining project area is paved roadway.

2.7. Zoning

The zoning designation for the project area is Agricultural Exclusive, 40-Acre Minimum Parcel Size (AE-40) (Ventura County, n.d). The County's Non-Coastal Zoning Ordinance describes the purpose of Agricultural Exclusive zoning as preserving and protecting commercial agricultural lands, maintaining agriculture as a major industry in Ventura County, and protecting these areas from encroachment (Ventura County, 2025).

2.8. Surrounding Land Uses and Setting

The project area is characterized primarily by agricultural uses. Land uses east of the project area are designated Low-Density Residential and Open Space. Land uses south of the project area are designated Open Space and land uses north of the project area are designated Agricultural Use (see **Figure 3** and **Figure 4**) (Ventura County, 2024; Ventura County, n.d).

2.9. Project Description

Purpose and Objectives

Since 1999, the County has conducted multiple repairs on the existing bridge to address abutment undermining, timber deterioration, anchor and bolt failures, and deck replacement. Despite these repairs, the structure continues to deteriorate and exhibit safety deficiencies. A 2024 California Department of Transportation (Caltrans) Bridge Inspection Report assigned the bridge a sufficiency rating of 41 out of 100, indicating structural deficiency and the need for corrective action. Observed conditions include erosion undermining the abutments, deterioration of shotcrete slope protection, and nonstandard bridge railings and approach guardrails. In addition, timber stringers are insufficient to support the posted load ratings, and erosion and scour continue to compromise the bridge's structural integrity. The project is needed to address the structural and safety deficiencies of the existing bridge, which serves as the sole vehicular access route between SR-150 and communities east of the creek.

The purpose of the project is to provide continuous, reliable vehicular and emergency access between SR-150 and communities east of Santa Paula Creek while avoiding potential public safety hazards associated with the existing bridge. The objectives of the project are to:

- Maintain continuous, reliable vehicle and emergency response access between SR-150 and communities east of Santa Paula Creek;
- Provide a structurally stable, temporary crossing to allow closure of the existing bridge;
- Minimize right of way, utility, and agricultural disruptions while meeting current engineering and safety standards; and

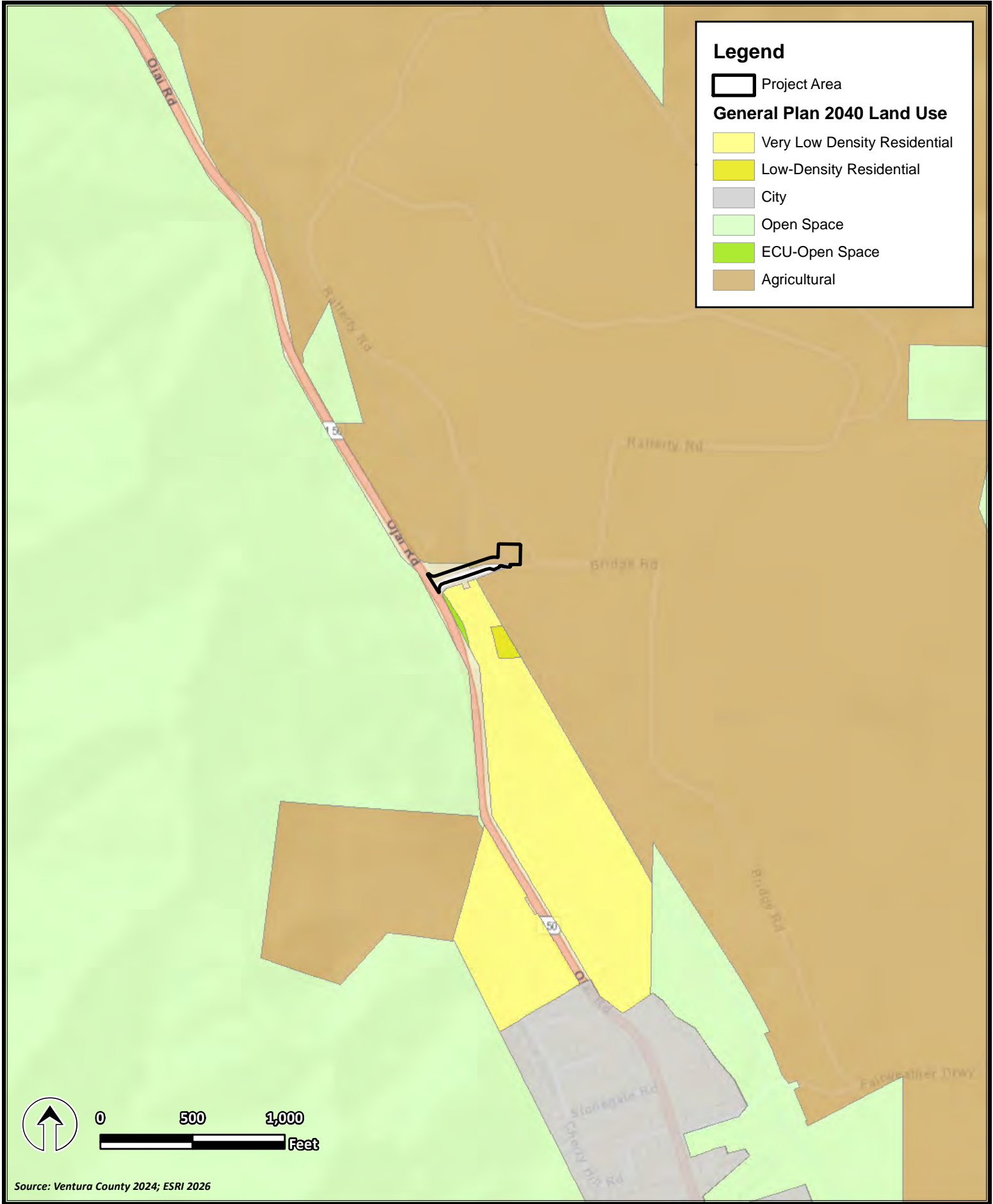


FIGURE 3. LAND USE
Bridge Road Temporary Bridge Project

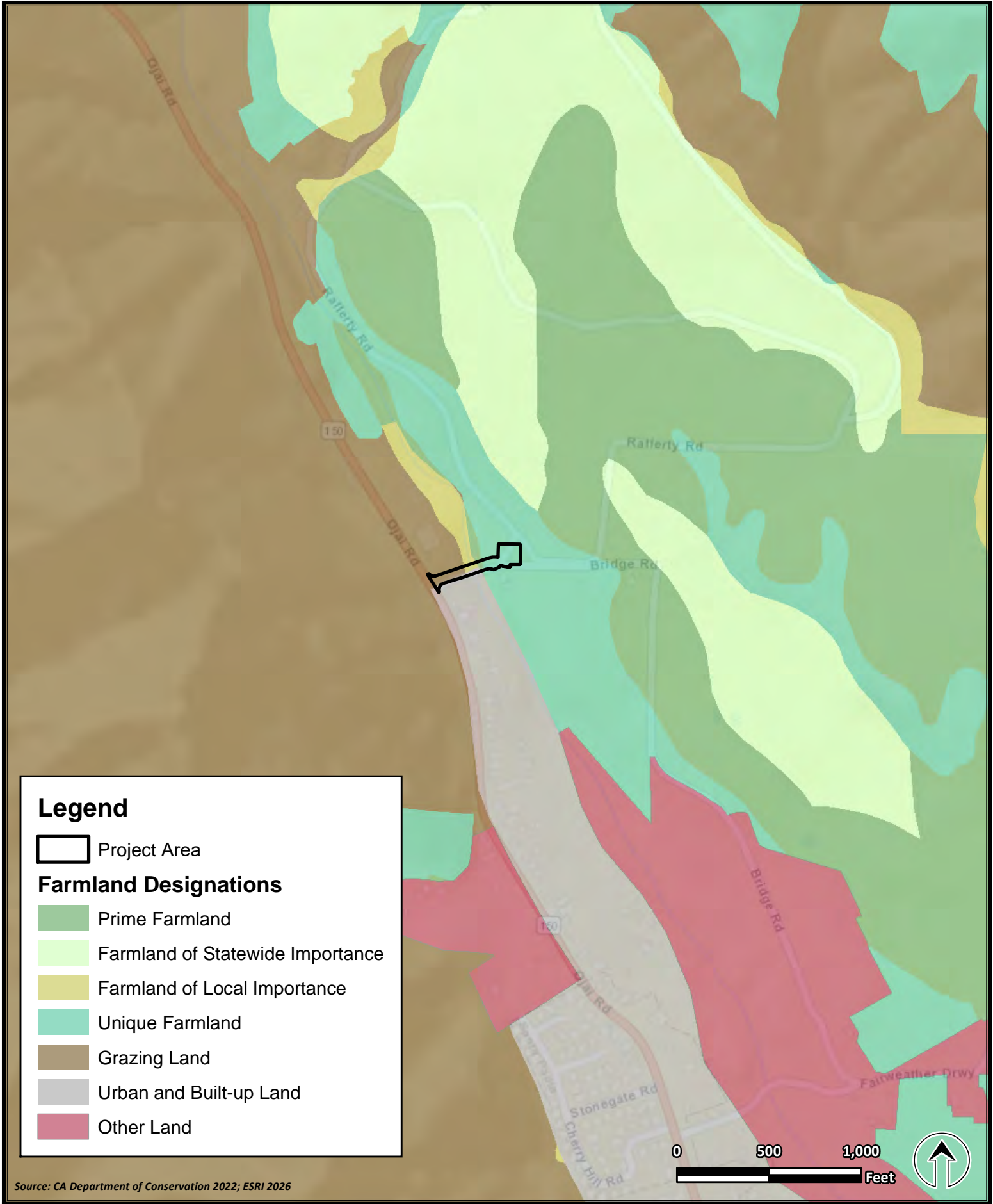


FIGURE 4. CALIFORNIA DEPARTMENT OF CONSERVATION FARMLAND MAPPING AND MONITORING PROGRAM
Bridge Road Temporary Bridge Project

- Protect the historic integrity of the existing bridge.

Because the existing bridge is a historic resource, and there are associated limitations on modification, the project would provide a temporary crossing to maintain vehicular and emergency access without requiring any changes to the existing bridge. Any long-term solution would be subject to separate consideration and environmental review.

Existing Conditions

The project area includes Bridge Road, the existing Bridge Road Bridge, Santa Paula Creek, previously graded land adjacent to SR-150, and agricultural land. Bridge Road is a paved, 2-lane roadway connecting the existing bridge to SR-150 to the west. East of the existing bridge, Bridge Road is a single-lane roadway and provides access to Rafferty Road (a private roadway) and a private driveway to a single-family residence. The existing bridge is a single-lane, 130-foot-long steel truss bridge originally constructed in 1911 and relocated to its present location in 1941. The existing bridge has been determined eligible for listing in the National Register of Historic Places, is listed in the California Register of Historical Resources, and is considered a historical resource as defined by CEQA.

Project Description

The temporary bridge would be a prefabricated single-lane steel truss bridge approximately 180 linear feet long and 16 feet wide and built to standard highway load requirements. The temporary bridge would be installed approximately six feet north of the existing bridge.

Two 24-inch cast-in-drilled-hole (CIDH) piles would be installed on each side of the creek, set at least approximately 25 feet back from the top of bank, extending approximately 50 feet below grade, and tied into reinforced concrete pile caps. Driven piles are not anticipated but remain a potential alternative depending on final foundation design. The temporary bridge would be assembled onsite and installed onto prepared foundations.

New asphalt surfaces (approximately 1,600 square feet on the east side and 2,800 square feet on the west side) would be constructed approximately four feet above grade on imported fill at both approaches to the temporary bridge. Asphalt surfaces would include pavement striping, reflectors, signage, and guardrails to delineate the new crossing and meet roadway design standards. Dirt roadway access areas would be constructed on both sides of the temporary bridge to accommodate vehicle access to the temporary bridge; no paved roadways beyond the bridge approaches would be constructed. The project would not require or include new or modified utilities, and no roadway excavation would be conducted.

K rail or steel bollards would be installed at the approach areas of either side of the existing bridge to prevent vehicle access. There would be no physical modification to the existing bridge. The existing bridge would be closed following installation of the temporary bridge. The anticipated design service life of the temporary bridge would be approximately 25 years. Any long-term solution for the existing bridge would be subject to separate consideration and environmental review.

The project would require temporary construction easements of approximately 8,400 square feet from APNs 040-010-019 and 040-012-025 and permanent easements of approximately 16,700 square feet from APNs 040-010-019 and 040-012-001.

Construction

Construction is anticipated to begin in the Summer of 2027 and continue for approximately three months, with typical construction hours of 07:00 a.m. to 5:00 p.m. No night or weekend work is anticipated. All construction activities would be outside Santa Paula Creek.

The existing bridge would remain open for local access throughout construction and emergency access would be maintained. Temporary traffic control measures, including brief access restrictions, would be used during construction; however, full closure of Bridge Road is not anticipated. The existing bridge would be closed following installation of the temporary bridge. No alternative routes or detours are proposed as part of the project.

Construction would require clearing and grubbing approximately one acre (approximately 0.4 acre on the west bank and 0.6 acre on the east bank). Activities would include removal of existing asphalt areas, approximately two oak trees on the west side of the creek, and approximately 35 citrus trees on the east side of the creek.

Approximately 100 tons of asphalt would be imported for roadway paving, and 15 tons of excess excavated material would be hauled off site to an approved facility using 10-wheel haul trucks with an approximate capacity of 8.5 cubic yards. Approximately 85 tons of import fill would be delivered to the site for engineered backfill as required. Construction equipment may include, but is not limited to, the following:

- Excavator
- Wheel loader
- Crawler dozer
- Rough-terrain hydraulic crane
- Trenchless drill rig
- Water truck (approximately 10,000-gallon capacity)
- Concrete ready-mix truck(s) (approximately 10-cubic-yard capacity)
- Skid-steer loader
- Single-drum vibratory roller for base or backfill compaction
- Twin steel-drum roller for asphalt concrete paving
- Asphalt concrete paver

Construction staging and equipment storage would be in the project area. Primary site access and haul routes would be provided via SR-150. Temporary erosion control best management practices would be implemented at all staging and disturbed areas to prevent sediment runoff. All temporarily disturbed areas, including agricultural lands and staging areas, would be restored to pre-project conditions following construction.

2.10. Other Public Agencies Whose Approval is Required

The discretionary and ministerial actions associated with the development of the project include, but are not limited to, those listed in **Table 1**.

Table 1. Regulatory Permits and Agency Approval Needed

| Agency | Permit |
|--|--|
| Regional Water Quality Control Board | National Pollutant Discharge Elimination System Permit |
| California Department of Fish and Wildlife | Section 1602 Streambed Alteration Agreement |

3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Less Than Significant With Mitigation Incorporated” as indicated by the checklist in the following Evaluation of Environmental Impacts section.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use & Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology & Soils | <input type="checkbox"/> Population & Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

4. DETERMINATION

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of the County’s Environmental Resource Maps, the other sources of information listed in the file, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site. For further information, see the environmental background information contained in the permanent file on this project.

On the basis of this initial evaluation:

- I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

Signature

Date

Printed Name

5. EVALUATION OF ENVIRONMENTAL IMPACTS

The potential environmental impacts of the project are evaluated in accordance with CEQA. The criteria and considerations described below provide a framework for determining whether the project may result in significant environmental effects, as further analyzed in the sections that follow.

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration pursuant to state CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier analyses used. Identify and state where they are available for review.
 - b. Impacts adequately addressed. Identify which effects from the Initial Study were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the

statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

5.1. Aesthetics

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Except as provided in Public Resources Code Section 21099, would the Project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The project area is surrounded by agricultural land. The project area includes the existing bridge, a single-lane steel truss bridge, and Santa Paula Creek. There are scenic views of mountain peaks to the north of the existing bridge.

California State Scenic Highways

There are no state designated scenic highways in the project area; however, SR-150 is eligible for state scenic highway designation.

General Plan

The General Plan sets forth goals, policies, and programs that the County would implement to protect scenic resources within Ventura County:

- The County would protect the visual character of scenic resources visible from state or County designated scenic roadways.
- The County would require discretionary development outside of Existing Communities be planned and designed to maintain the scenic open space character of the surrounding area, including view corridors from highways. Discretionary development should integrate design, construction, and maintenance techniques that minimize the visibility of structures from public viewing locations within scenic vistas.

The County has identified scenic areas and highways in the General Plan Resources Appendix. The project area does not contain any County-designated scenic resources; however, SR-150 is identified as a local scenic resource and primary viewing corridor (Ventura County, 2020; Ventura County, Ventura County General Plan Resources Appendix, 2019a).

Discussion of Checklist Responses

a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Views from the project area consist primarily of agricultural land, open space, very low-density residences, Santa Paula Creek, and mountain peaks visible to the north and west. Because the project area provides views of the creek and the mountain landscape, it can be described as a scenic vista. The temporary bridge would introduce an additional structure visible from the project area; however, it would be similar in scale, materials, and alignment to the adjacent existing bridge and would not substantially obstruct views of landscape features or alter the broader scenic context. Due to its compatibility with existing visual conditions, the project would not substantially alter or degrade any scenic vista. Therefore, the project would result in a less than impact on a scenic vista.

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no designated state scenic highways in the project area, and the project would not damage any scenic resources. Therefore, the project would have no impact.

c. Would the project 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 publicly accessible vantage point).

Less Than Significant Impact. Visual character is described by form, line, color, and texture. Features in the project area that contribute to visual character are the existing bridge, vegetation, surrounding residences, roadways, and roadway features. Visual quality is described by intactness, unity, and vividness of natural, cultural, and existing visible project environments. Visual quality in the project area is moderate, as there are some intactness, unity, and vividness, but inconsistencies in roadway element and differing levels of vegetation detract from the quality of the project area.

Viewers in the project area include viewers from Bridge Road Bridge and viewers to Bridge Road Bridge from SR-150 and surrounding residences. Viewer sensitivity would be moderate because some viewers

would be at their homes for extended periods, whereas some viewers would be passing by briefly. In addition, some viewers would have a higher awareness due to scenic views in the area, whereas some viewers would have more familiarity with the project area.

The project would include a new bridge adjacent to the existing bridge, which would result in visual changes. The project would also require removal of several oak trees next to the existing bridge. However, the new bridge would be similar in scale, materials, and alignment to the existing bridge. Existing views of the mountains would not be obstructed, and the project would include replacement of the removed trees. and would not result in a substantial change in visual character or quality.

The project components would be consistent with the existing visual quality of the project area, and the project would not substantially degrade the existing visual character of public views of the project area and its surroundings. Therefore, the project would result in a less than significant impact on visual character and quality.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. There is no existing lighting on Bridge Road but there are minimal sources of light and glare from surrounding residential and agricultural properties. Construction would be conducted during daylight hours and would not require lighting. The project would not include the addition or modification of existing light sources. During project operation, anticipated vehicle trips would be consistent with existing conditions and would not result in additional glare that would impact surrounding land uses. Therefore, the project would result in no impact on light and glare.

5.2. Agriculture and Forestry Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:</p> | | | | |
| 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 (FMMP) of the California Resources Agency, to nonagricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) section 12220(g)), timberland (as defined by PRC 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Initial Study/Mitigated Negative Declaration

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

The zoning designation for the project area is AE-40 (Ventura County, n.d) and the land use designation for the project area is AG. The California Department of Conservation (CDOC) Important Farmland Finder shows that the project area is in an area classified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Other Land, and Urban and Built-Up Land (see **Figure 4**) (California Department of Conservation, 2016). The project area is adjacent to land designated for Agricultural, Open Space, and Very Low-Density Residential use. Two parcels in the project area (APNs 040-010-019 and 040-012-025) are under Williamson Act contracts (California Department of Conservation, 2025).

Ventura County Thresholds

AGR-1 of Ventura County’s Initial Study Assessment Guidelines, describes thresholds for significant impacts regarding important farmland loss (see **Table 2**).

Table 2. Important Farmland Acreage Loss Thresholds

| General Plan Land Use Designation | Important Farmland Category | Acres Lost Threshold |
|-----------------------------------|-----------------------------|----------------------|
| Agricultural | Prime/Statewide | 5 |
| | Unique | 10 |
| | Local | 15 |

Source: (Ventura County, 2025).

AGR-3 of the Ventura County’s Initial Study Assessment Guidelines states that project would have a substantial impact if it would conflict with an existing Williamson Act Contract and result in a substantial adverse environmental effect due to that conflict (Ventura County, 2025).

Discussion of Checklist Responses

- a. Would the project 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 (FMMP) of the California Resources Agency, to nonagricultural use?**

Less Than Significant Impact. The project would result in the partial acquisition of 0.19 acre of Unique Farmland, 0.05 acre of Prime Farmland, and 0.11 acre of Farmland of Local Importance. TCEs would result in the temporary conversion of 0.19 acre of Unique Farmland. Permanent easements would result in a limited conversion of farmland to nonagricultural use associated with temporary bridge infrastructure and approach roadways; however, the extent of farmland conversion would be less than the farmland acreage loss thresholds in **Table 2**. Therefore, the project would result in a less than significant impact on

Important Farmland.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact. According to California Government Code Section 51295, when a transportation project acquires only part of a parcel protected by a Williamson Act contract, the contract may be terminated or adjusted only for the land taken, subject to County review and procedures, and may remain in effect for the remainder of the parcel. The project would require permanent ROW acquisition of approximately 0.35 acre from APN 040-010-019 and approximately 0.03 acre from APN 040-012-025, and temporary acquisition of approximately 0.02 acre from APN 040-010-019. Any Williamson Act contract termination resulting from the project would be limited to the acquisition areas only.

The remaining portions of the affected parcels would remain under Williamson Act contract and would continue to support agricultural use. The project would not result in a substantial reduction in farmland, nor would it conflict with Williamson Act contract objectives in a manner that would result in a substantial adverse environmental effect, consistent with AGR-3 of Ventura County's Initial Study Assessment Guidelines. Therefore, the project would result in a less than significant impact on agricultural land and land under Williamson Act contract.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

No Impact. There is no zoned forest land or timberland within the project area. Therefore, the project would result in no impact on existing zoning for forest land or timberland.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There is no forest land in the project area. Therefore, the project would result in no impact on forest land.

e. Would the project 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?

Less Than Significant. See response (a) and (c). The project would not extend the conversion of farmland beyond the project area or involve any other changes that would induce farmland or forest land conversion. Therefore, the project would result in no impact on indirect farmland and forest land conversion.

5.3. Air Quality

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project: | | | | |
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Air Quality Standards and Attainment

Ventura County is in the South Central Coast Air Basin (SCCAB), which includes areas regulated by the Ventura County Air Pollution Control District (VCAPCD), the Santa Barbara County Air Pollution Control District, and the San Luis Obispo Air Pollution Control District. The project area is within the portion of SCCAB that is overseen by VCAPCD. VCAPCD is a local air quality management agency required to monitor air pollution levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Ventura County is designated as being in ‘attainment’ or ‘nonattainment’ for individual pollutants based on whether the applicable air quality standards are met.

The Ventura County portion of SCCAB is designated a nonattainment area for the federal and state 8-hour ozone (O₃) standards and the state 1-hour ozone and particulate matter with a diameter of 10 microns or less (PM₁₀) standards (see **Table 3**) (Ventura County Air Pollution Control District). Ventura County is in attainment for all other federal and state standards. The County is required to implement strategies to reduce pollutant levels to meet applicable standards.

Table 3. State and Federal Nonattainment Pollutants

| Pollutant | Standard | Attainment Status |
|--------------------|----------|---------------------------------|
| Ozone | 1 Hour | State Nonattainment |
| | 8 Hour | State and Federal Nonattainment |
| Particulate Matter | 24 Hour | State Nonattainment |

Source: (Ventura County Air Pollution Control District)

Air Quality Management

VCAPCD’s 2022 Air Quality Management Plan (AQMP), adopted on December 13, 2022, presents state and local strategy to attain the federal 8-hour ozone standard by using federal, state, and local clean air programs as required by the federal Clean Air Act Amendments of 1990 (Ventura County Air Pollution Control District, 2022). VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects (VCAPCD, 2003).

Significance Thresholds

VCAPCD has adopted guidelines for quantifying and determining the significance of air quality emissions in its Air Quality Assessment Guidelines for construction and operation of a project (VCAPCD, 2003). Construction and operational air quality impacts are considered significant if project-related emissions of Reactive Organic Compounds (ROC) or Nitrogen Oxides (NO_x) exceed 25 pounds per day (ppd).

In addition, project-related emissions of ROC or NO_x exceeding two ppd of ROC or NO_x are subject to further evaluation for consistency with the AQMP to determine if the project would have a cumulatively considerable contribution to a significant cumulative air quality impact related to ozone. This screening level is used for AQMP consistency analysis and does not independently constitute a significance threshold (VCAPCD, 2003).

While no quantitative thresholds have been established for particulate matter, VCAPCD considers local PM₁₀ impacts to be less than significant if the project complies with applicable VCAPCD Rule 55 (Fugitive Dust) control measures.

Discussion of Checklist Responses

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project would be consistent with VCAPCD AQMP growth assumptions because the project would not result in an increase in vehicle capacity or vehicle trips. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by earthmoving activities. The use of off-road equipment and on-road vehicles would also result in short-term mobile-source emissions. These emissions would be temporary and predominantly limited to the immediate area surrounding the project area.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.39 (see **Attachment A**). Emissions were quantified based on project-specific construction information provided for the project, including construction schedules, equipment usage, and material

hauling. Estimated construction-generated emissions of criteria air pollutants are provided in **Table 4**.

Table 4. Estimated Daily Construction Emissions of Criteria Air Pollutants

| Criteria Pollutant | Daily Emissions (ppd) | Ventura County Air Pollution Control District Threshold (ppd) | Exceeds Threshold? |
|--------------------|-----------------------|---|---------------------------|
| PM ₁₀ | 0.49 | VCAPCD Rule 55 compliance | No – Qualitative Standard |
| PM _{2.5} | 0.20 | N/A | N/A |
| CO | 6.26 | N/A | N/A |
| NO _x | 4.09 | 25 | No |
| ROC | 0.55 | 25 | No |

Source: (GPA Consulting, 2026)

Note: Emissions were estimated using the CalEEMod computer program, version 2022.1.1.39.

Project-related emissions of ROC and NO_x would not exceed the VCAPCD significance threshold of 25 ppd. Therefore, construction emissions would not result in a significant project-level air quality impact. In addition, although NO_x emissions would exceed the two ppd screening level, these emissions would not be anticipated to result in a cumulatively considerable contribution to cumulative ozone impacts when evaluated under AQMP consistency criteria. The project would not result in increased capacity and required VCAPCD dust and exhaust control measures would be implemented; therefore, the emissions would not represent a cumulatively considerable contribution to regional ozone. In addition, Measures **AQ-1** through **AQ-9** would be implemented to further reduce impacts. Therefore, the project would result in a less than significant impact related to consistency with applicable air quality plans.

b. Would the project 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?

Less Than Significant Impact. Construction would result in a temporary increase in criteria pollutant emissions. However, these impacts would be short-term in duration, intermittent, and limited to the construction phase of the project. As discussed in Section (a), construction emissions would not exceed applicable VCAPCD significance thresholds. In addition, Measures **AQ-1** through **AQ-9** would be implemented to further reduce potential air quality emissions. Given the magnitude and temporary nature of the construction emissions, compliance with VCAPCD measures, and the lack of operational emission increases, the project would not result in a cumulatively considerable contribution to cumulative air quality impacts. In addition, the project would not introduce new operational sources of air emissions, as it would not result in an increase in vehicle capacity. Therefore, the project would result in a less than significant impact related to the net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors include populations sensitive to air pollutants, such as children or the elderly. The nearest sensitive receptors are residential properties, adjacent to the project

area. The closest residence is approximately 40 feet away from the project area. Pollutant concentrations that have the potential to affect sensitive receptors include criteria air pollutants and air contaminants such as fugitive dust.

During construction, use of on- and off-road vehicles and earthmoving activities would result in the release of particulate emissions, which would result in the short-term degradation of air quality. However, these emissions would be temporary and predominantly limited to the area immediately surrounding the project area. As shown in **Table 4**, the project would generate maximum daily emissions of 0.49 ppd of PM₁₀, 0.20 ppd of PM_{2.5}, 6.3 ppd of CO, 4.09 ppd of NO_x, and 0.55 ppd of ROG, which would be under VCAPCD thresholds.

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

Measures **AQ-1** through **AQ-9** would be implemented to reduce air quality emissions by approximately 50 percent or more. Project operation would not result in long-term emissions of additional air quality pollutants. With implementation of these measures, the project would result in a less than significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Minor sources of odors would be present during construction. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving, may be considered offensive to some individuals. The closest residence is approximately 40 feet away from the project area. However, because odors would be temporary and would disperse rapidly, construction-generated odors would not be anticipated to result in the frequent exposure of receptors to objectionable odorous emissions. Measures would be implemented during project construction to minimize release of air quality pollutants. Project operation would not result in long-term generation of additional air quality pollutants. Therefore, the project would result in a less than significant impact related to emissions (such as odors) affecting many people.

Avoidance, Minimization, and/or Mitigation Measures

AQ-1 VCAPCD rules—Rule 55; Nuisance, Rule 51; and Rule 52 Particulate Matter Concentration would be applied during construction to minimize generation of air quality pollutants.

AQ-2 The project would be constructed in compliance with the Caltrans standard Specifications in Section 14-9 (2018), which specifically requires compliance with all applicable laws and regulations related to air quality, including air pollution control district and air quality

management district regulations and local ordinances.

- AQ-3** Pre-grading/excavation activities would include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) would penetrate sufficiently to minimize fugitive dust during grading activities.
- AQ-4** Fugitive dust produced during grading, excavation, and construction activities would be controlled by the following activities:
- All trucks loads would be covered as required by California Vehicle Code §23114.
 - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, would be treated to prevent fugitive dust. Treatment would include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering would be conducted as often as necessary and reclaimed water should be used whenever possible.
- AQ-5** Graded and/or excavated inactive areas of the construction site would be monitored by the County's inspector at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, would be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area would be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
- AQ-6** Signs would be posted on-site limiting traffic to 15 miles per hour or less.
- AQ-7** During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations would be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either offsite or onsite. The site superintendent/supervisor would use his/her discretion in conjunction with VCAPCD in determining when winds are excessive.
- AQ-8** Adjacent streets and roads would be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- AQ-9** Personnel involved in grading operations, including contractors and subcontractors, would be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

5.4. Biological Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 CDFW or USFWS? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP); Natural Community Conservation Plan; or other approved local, regional, or State HCP? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into water of the United States (U.S.) to maintain water quality standards for surface waters.

Clean Water Act Section 404

The United States Army Corps of Engineers (USACE) Regulatory Program regulates activities within federal wetlands and waters of the U.S. pursuant to Section 404 of the CWA. In recent years, the definition of

waters of the U.S. has been in flux.

The U.S. Environmental Protection Agency (U.S. EPA) and the USACE issued a revised definition of waters of the U.S. in January 2023 (January 2023 Rule) (United States Army Corps of Engineers, 2023). However, the U.S. Supreme Court ruled in *Sackett v. Environmental Protection Agency (Sackett)* on May 25, 2023 that only wetlands and permanent bodies of water with a “continuous surface connection” to “traditional interstate navigable waters” are covered by the CWA, thus revoking the “significant nexus” standard and invalidating portions of the January 2023 Rule. To conform with the *Sackett* decision, the U.S. EPA and USACE issued a final revised rule on August 29, 2023, amending the January 2023 definition of waters of the U.S. The conforming rule, “Revised Definition of ‘Waters of the United States,’ Conforming,” became effective on September 8, 2023 (88 FR 61964).

Under the conforming rule, waters of the U.S. include: 1) traditional navigable waters (i.e. waters that are subject to the ebb and flow of the tide and/or are presently used, have been used in the past, or may be susceptible for use for interstate or foreign commerce), the territorial seas, and interstate waters (collectively “qualifying waters”); 2) impoundments (e.g. reservoirs, retention ponds) of qualifying waters 3) tributaries to qualifying waters that are relatively permanent, standing, or continuously flowing bodies of water (“qualifying tributaries”); 4) wetlands with a continuous surface connection to qualifying waters, impoundments of qualifying waters, or qualifying tributaries (“qualifying wetlands”); and 5) intrastate lakes and ponds that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to qualifying waters, impoundments, qualifying tributaries, or qualifying wetlands (33 CFR 328.3 and 40 CFR 120.2).

In streams and rivers where adjacent wetlands are absent, the USACE jurisdiction extends to the ordinary high water mark (OHWM). The OHWM is defined as “the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas” {33 CFR 328.3[c(3)]}. If the OHWM is not readily distinguishable, the USACE jurisdiction within streams extends to the “bankfull discharge” elevation, which is the level at which water begins to leave the channel and move into the floodplain (Rosgen, 1996). This level is reached at a discharge which generally has a recurrence interval of approximately 1.5 to two years on the annual flood series (Leopold, 1994).

Federal wetlands are transitional areas between well-drained upland habitats and permanently flooded (deepwater) aquatic habitats and are defined differently by different resource agencies. The USACE and the U.S. EPA define wetlands as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” {33 CFR 328.3[c(1)]}.

Clean Water Act Section 401

The State Water Resources Control Board and Regional Water Quality Control Board (RWQCB) are responsible for the administration of Section 401 of the CWA in the state of California. Under Section 401 of the CWA, applicants for federal licenses or permits must provide a Water Quality Certification that any discharges from a project will comply with the CWA, including state-established water quality standard

requirements. For all work subject to an USACE Section 404 permit, project proponents must obtain a Water Quality Certification from the applicable RWQCB under CWA Section 401 stating that the project would comply with applicable water quality regulations.

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) was established in 1973 to provide a framework to conserve and protect endangered and threatened species and their habitat. Section 10 of the FESA allows for the “incidental take” of endangered and threatened wildlife species by non-federal entities. Incidental take is defined by the FESA as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. The term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Section 10(a)(1)(B) of the FESA authorizes the taking of federally listed wildlife or fish through an incidental take permit. Section 10(a)(2)(A) of the FESA requires an applicant for an incidental take permit to submit a conservation plan that specifies, among other things, the impacts likely to result from the taking of the species, and the measures the permit applicant will take to minimize and mitigate impacts on the species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (50 CFR Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance and/or destruction. “Migratory birds” under the MBTA include all bird species listed in 50 CFR Part 10.13, as updated in August 2023 (United States Fish and Wildlife Service, 2023). In accordance with the Migratory Bird Treaty Reform Act of 2004 the United States Fish and Wildlife Service (USFWS) included all species native to the U.S. (or U.S. territories) that are known to be present as a result of natural biological or ecological processes. In addition, the USFWS provided clarification that the MBTA does not apply to any nonnative species whose presence in the U.S. are solely the result of intentional or unintentional human-assisted introduction (United States Fish and Wildlife Service, 2018). Nonnative bird species not protected by the MBTA include, but are not limited to, the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

Executive Order 13112 – Invasive Species

Executive Order 13112 directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. This order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species.

Porter-Cologne Act

The RWQCB has jurisdiction over waters of the state under the Porter-Cologne Act, which establishes a regulatory program to protect water quality and to protect beneficial uses of state waters. The Porter-Cologne Act empowers the RWQCB to formulate and adopt a Water Quality Control Plan that designates beneficial uses and establishes such water quality objectives that in its judgment will ensure reasonable protection of beneficial uses. Each RWQCB establishes water quality objectives that will ensure the reasonable protection of beneficial uses and the prevention of water quality degradation. Dredge or fill

activities with the potential to affect water quality in these waters must comply with Waste Discharge Requirements (WDR) issued by the RWQCB.

The term “waters of the state,” under jurisdiction of the RWQCB, is defined by California Water Code as “any surface water or groundwater, including saline waters, within the boundaries of the state” (California Water Code Section 13050(e)).

California Fish and Game Code

Under the California Fish and Game Code Section 1602, the limits of California Department of Fish and Wildlife’s (CDFW) jurisdiction within streams and other drainages extends from the top of the stream bank to the top of the opposite bank, to the outer drip line in areas containing riparian vegetation, and/or within the 100-year floodplain of a stream or river system containing fish or wildlife resources. Under Section 1602, a Streambed Alteration Agreement must be issued by the CDFW prior to the initiation of construction activities that may substantially divert or obstruct the natural flow of any river, stream, or lake; substantially change or use any material from the bed, channel, or bank, of any river, stream, or lake; or deposit debris, waste, or other materials that could pass into any river, stream, or lake under CDFW’s jurisdiction.

Section 2126 of the California Fish and Game Code states that it is unlawful for any person to take any mammal that is identified within Section 2118, including all species of bats.

Sections 3503, 3513, and 3800 of the California Fish and Game Code prohibit the take of birds protected under the MBTA and protects their occupied nests. In addition, Section 3503.5 of the California Fish and Game Code prohibits the take of any birds in the order Falconiformes or Strigiformes (birds-of-prey) and protects their occupied nests. Pursuant to Section 3801 and 3800, the only species authorized for take without prior authorization from the CDFW is the English sparrow and European starling.

State-listed species and those petitioned for listing by the CDFW are fully protected under the California Endangered Species Act (CESA). Under Section 2080.1 of the California Fish and Game Code, if a project would result in take of a species that is both federally and state listed, a consistency determination may be completed in lieu of undergoing a separate CESA consultation. Under Section 2081, if a project would result in take of a species that is state-only listed as threatened or endangered, then an incidental take permit from the CDFW is required.

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code prohibit the take or possession of 37 fully protected bird, mammal, reptile, amphibian, and fish species. Each of the statutes states that no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to “take” the species, and states that no previously issued permit or licenses for take of the species “shall have any force or effect” for authorizing take or possession. The CDFW will not authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

General Plan

The General Plan sets forth goals, policies, and programs that the County would implement to protect biological resources within Ventura County:

- The County would require discretionary development that includes new or modified road crossings over streams, wetlands and riparian habitats to include bridging design features with bridge columns located outside the riparian habitat areas, when feasible.

Ventura County Non-Coastal Zoning Tree Protection Ordinance

The Ventura County Non-Coastal Zoning Ordinance regulates the removal, trimming of branches or roots, or grading or excavating within the root zone of a "protected tree." In Ventura County's Non-Coastal Zones "protected trees" include:

- Oak and sycamore trees: Any oak (*Quercus* spp.) or sycamore (*Platanus* spp.) tree with a single trunk measuring 9.5 inches or more diameter at breast height (DBH); and oak trees with two or more trunks when at least one of the trunks is 6.25 inches DBH.
- Large trees: Any tree with a single trunk girth of 90 inches or more, or with multiple trunks, two of which add up to 72 inches in girth, is protected as a Heritage Tree; however, certain types of trees may not qualify as Heritage Trees unless they are 60 feet tall or 75 years old (e.g., palm trees).
- Historical trees: Any historical tree, regardless of size or species, is protected. A tree or group of trees may be classified as historic because it is: 1) Identified as a landmark by the County or City; 2) Identified on the National Register of Historic Places or California Historic Resources Inventory to be of historic or cultural significance; and/or 3) Contributing to a site or structure of historic or cultural significance. The ordinance applies to all unincorporated areas of Ventura County on both public and private property (not applicable in the Coastal Zone) (County of Ventura Planning Division, 2025).

Existing Setting

The Biological Study Area (BSA) is approximately 6.44 acres and includes Bridge Road Bridge, the location of the temporary bridge just north of Bridge Road Bridge, proposed staging and access areas, and an additional 150-foot buffer. The BSA extends approximately 154 feet downstream of the bridge and approximately 172 feet upstream of the bridge.

The BSA is in Ventura County's Non-Coastal Zone. Land adjacent to the BSA is a mixture of agricultural orchards to the north and east, undeveloped land to the north and west, and residences to the south.

Santa Paula Creek

Santa Paula Creek is a perennial creek that flows in a southeasterly direction from its headwaters on Hines Peak to its confluence with the Santa Clara River. Santa Paula Creek is a major tributary to the Santa Clara River, draining approximately 44.4 square miles (Santa Paula Creek Fish Ladder Authority, 2009).

Within the BSA, Santa Paula Creek is a natural-bottomed, perennial stream consisting of a low-flow channel within the active floodplain, low cobble and boulder terraces, and near-vertical undercut/eroded banks up to the bankfull width of the creek. There is little vegetation below the tops of either bank. Santa Paula Creek's confluence with the Santa Clara River is approximately 2.7 miles downstream of the BSA.

Jurisdictional Features

United States Army Corps of Engineers

Santa Paula Creek flows perennially to the Santa Clara River, which flows into the Pacific Ocean and is considered waters of the U.S under USACE jurisdiction.

Regional Water Control Board

Santa Paula Creek has perennial flows, was observed flowing during the biological survey, and is considered waters of the state under Regional Water Quality Control Board (RWQCB) jurisdiction.

California Department of Fish and Wildlife

Santa Paula Creek had a defined bed and banks, supported vegetation at the time of the survey, and is therefore expected to fall under CDFW jurisdiction. The BSA was evaluated for areas under jurisdiction of the CDFW by delineating the creek and the extent of riparian habitat adjacent to the tops of the creek's banks. Approximately 1.04 acres under CDFW jurisdiction were delineated in the BSA (see Figure 5). Regional Species, Habitats, and Natural Communities of Concern

According to the California Natural Diversity Database (CNDDDB), six special-status natural communities have the potential to be in the BSA based on geographical distribution. Based on the results of the literature search and the biological survey, two special-status natural communities are present in the BSA: Southern California Steelhead Stream and Southern Sycamore Alder Riparian Woodland.

Vegetation Communities

Vegetation communities within the BSA include a mix of native and non-native species and were classified based on the CNPS Manual of California Vegetation and the National Vegetation Classification System (Federal Geographic Data Committee, Vegetation Subcommittee, 2022; California Native Plant Society, 2025). Three vegetation communities and four cover classes were identified in the BSA: California Sycamore - Coast Live Oak Riparian Woodlands (*Platanus Racemosa* - *Quercus Agrifolia* Woodland Alliance), Upland Mustards or Star-Thistle Fields (*Brassica Nigra* - *Centaurea [Solstitialis, Melitensis]* Herbaceous Semi-Natural Alliance), Tree Orchard Cultural Subformation, Developed, Unvegetated, Non-Vegetated Floodplain or Channel, and Non-Vegetated Eroded Streambank.

California Sycamore – Coast Live Oak Riparian Woodlands

This vegetation community is characterized by the dominance of California sycamore (*Platanus racemosa*) and/or coast live oak (*Quercus agrifolia*) in the tree canopy in riparian habitats with white alder (*Alnus rhombifolia*), California black walnut (*Juglans californica*), Fremont's cottonwood (*Populus fremontii*), valley oak (*Quercus lobata*), sandbar willow, Goodding's willow (*Salix gooddingii*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), yellow willow (*Salix lutea*), Peruvian pepper tree (*Schinus molle*) and California bay (*Umbellularia californica*). Trees are generally less than 115 feet tall; the canopy is open to intermittent. The shrub layer is open to intermittent. The herbaceous layer is sparse or grassy. In the BSA, this community is on the banks of Santa Paula Creek.

Upland Mustards or Star-Thistle Fields

This vegetation community is characterized by the dominance of black mustard (*Brassica nigra*), wild mustard (*Brassica rapa*), Italian thistle (*Carduus pycnocephalus*), tocolote (*Centaurea melitensis*), yellow star-thistle (*Centaurea solstitialis*), artichoke thistle (*Cynara cardunculus*), rubber weed (*Euphorbia terracina*), shortpod mustard (*Hirschfeldia incana*), woad (*Isatis tinctoria*), wild radish (*Raphanus sativus*), or similar ruderal forbs in the herbaceous layer. Emergent trees and shrubs may be present at low cover. Herbs are generally less than 9.8 feet tall, and the cover is open to continuous. Within the BSA, this community is on the slope west of California State Route 150 (Ojai Road).

Tree Orchard Cultural Subformation

The Tree Orchard Cultural Subformation is a subformation of the Woody Horticultural Crop Cultural Formation which consists of agricultural crops dominated by tree orchards. Structure is often very regular, with open to closed horizontal spacing. There is typically regular human management, such as plowing, mowing, or pruning that determines the structure and growth forms that are present. The Tree Orchard Cultural Subformation in the BSA is in the lemon and avocado orchards east of Santa Paula Creek.

Cover Classes

Developed

Developed areas are where human disturbance has resulted in permanent impacts on natural communities. Examples of Developed areas include paved areas, buildings, bridges. In the BSA, developed areas are Ojai Road, the structure along Ojai Road north of Bridge Road, the residences along Ojai Road south of Bridge Road, Bridge Road, Bridge Road Bridge, and the residence along Bridge Road.

Unvegetated

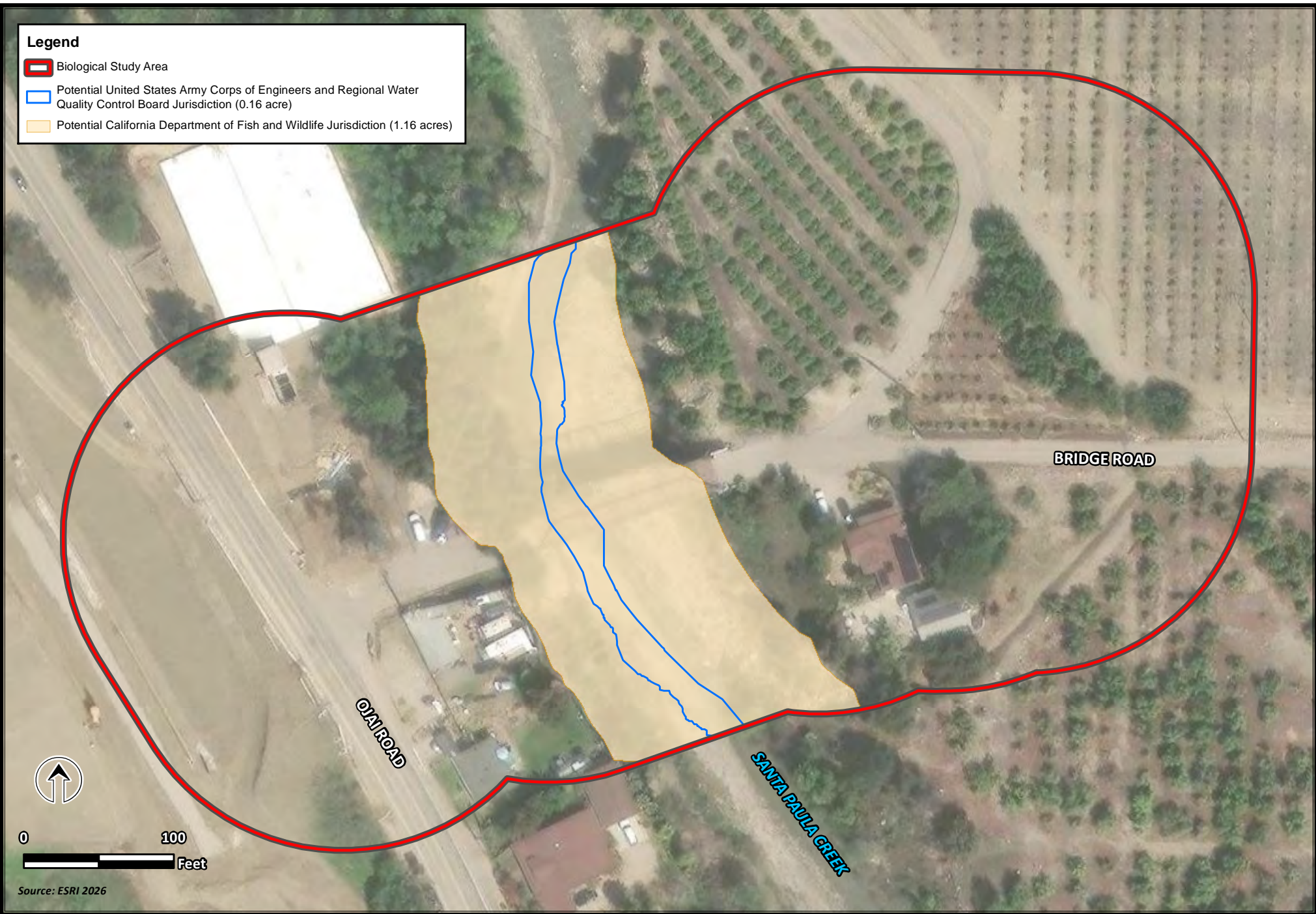
Unvegetated areas are mostly devoid of vegetation. Unvegetated areas in the BSA are the result of human disturbance and compaction of the soil from frequent vehicle and pedestrian foot traffic. In the BSA, unvegetated areas are in the cleared area north of Bridge Road and west of Santa Paula Creek.

Open Water

Open water areas consist of natural or man-made waterbodies, such as lakes, ponds, rivers, reservoirs, or channels that are generally devoid of vegetation. These areas are defined by the presence of standing or flowing water with little to no plant growth, though they may occasionally support aquatic vegetation such as algae or floating plants. In the BSA, the Open Water cover class is in Santa Paula Creek.

Non-Vegetated Floodplain or Channel

Non-Vegetated Floodplain or Channel consists of the sandy, gravelly, or rocky fringe of waterways or flood channels. This cover class is unvegetated on a relatively permanent basis. Variable water lines inhibit the growth of vegetation, although some weedy species of grasses may grow along the outer edges of the wash. Vegetation may exist here but is usually less than 10 percent total cover (Oberbauer, Kelly, & Buegge, 2008). In the BSA, Non-Vegetated Floodplain or Channel is in the unvegetated cobble and boulder streambed adjacent to the Open Water in Santa Paula Creek.



**FIGURE 5. POTENTIAL REGULATORY AGENCY JURISDICTION
Bridge Road Temporary Bridge Project**



FIGURE 6. IMPACTS ON POTENTIAL CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION Bridge Road Temporary Bridge Project

Non-Vegetated Eroded Streambank

Non-Vegetated Eroded Streambank consists of the steep, eroded slopes of a streambank. Erosion has progressed to the point that banks are unstable and may be undercut in certain locations. Vegetation may be present in this cover class but is generally less than 10 percent total cover and plant roots are not sufficient to hold banks in place, leading to instability (United States Department of Agriculture Natural Resources Conservation Service, 2009). In the BSA, Non-Vegetated Eroded Streambanks are present on both sides of Santa Paula Creek channel (see **Figure 7**).

Wildlife

Wildlife habitat in the BSA includes mature trees and an herbaceous understory along the upland western bank of Santa Paula Creek, mature trees with an open canopy on the upland southeastern banks of the creek, citrus and avocado orchards east of the creek, and a sparse mix of native and non-native woody and herbaceous plant species in the cobble streambed of the creek channel. The waters of Santa Paula Creek also support wildlife habitat.

This habitat has potential to support birds, bats, and other wildlife including aquatic species. Wildlife species observed during the field surveys include, but are not limited to, California scrub-jay (*Aphelocoma californica*), common raven (*Corvus corax*), and dark-eyed junco (*Junco hyemalis*).

Habitat Connectivity

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. A functional wildlife corridor allows for ease of movement between habitat patches. Corridors are important in preventing habitat fragmentation. Habitat fragmentation is typically caused by human development and can isolate wildlife populations, which leads to a decrease in genetic diversity and increases the risk of extirpation. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife movement. Wildlife movement corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations.

Habitat connectivity was analyzed based on information contained in CDFW's Area of Conservation Emphasis (ACE) Terrestrial Connectivity dataset and other datasets in CDFW's Biological Information and Observation System (BIOS) Habitat Connectivity Viewer (California Department of Fish and Wildlife, 2025c; California Department of Fish and Wildlife, 2025d).

The ACE Terrestrial Connectivity dataset summarizes information on terrestrial connectivity by ACE hexagons, which divide the state into 2.5 square mile blocks for ease of analysis. The ACE Terrestrial Connectivity dataset includes the presence mapped corridors or linkages and their juxtaposition to large, contiguous natural areas (Natural Landscape Blocks). Hexagons are ranked based on the conservation importance of connectivity.

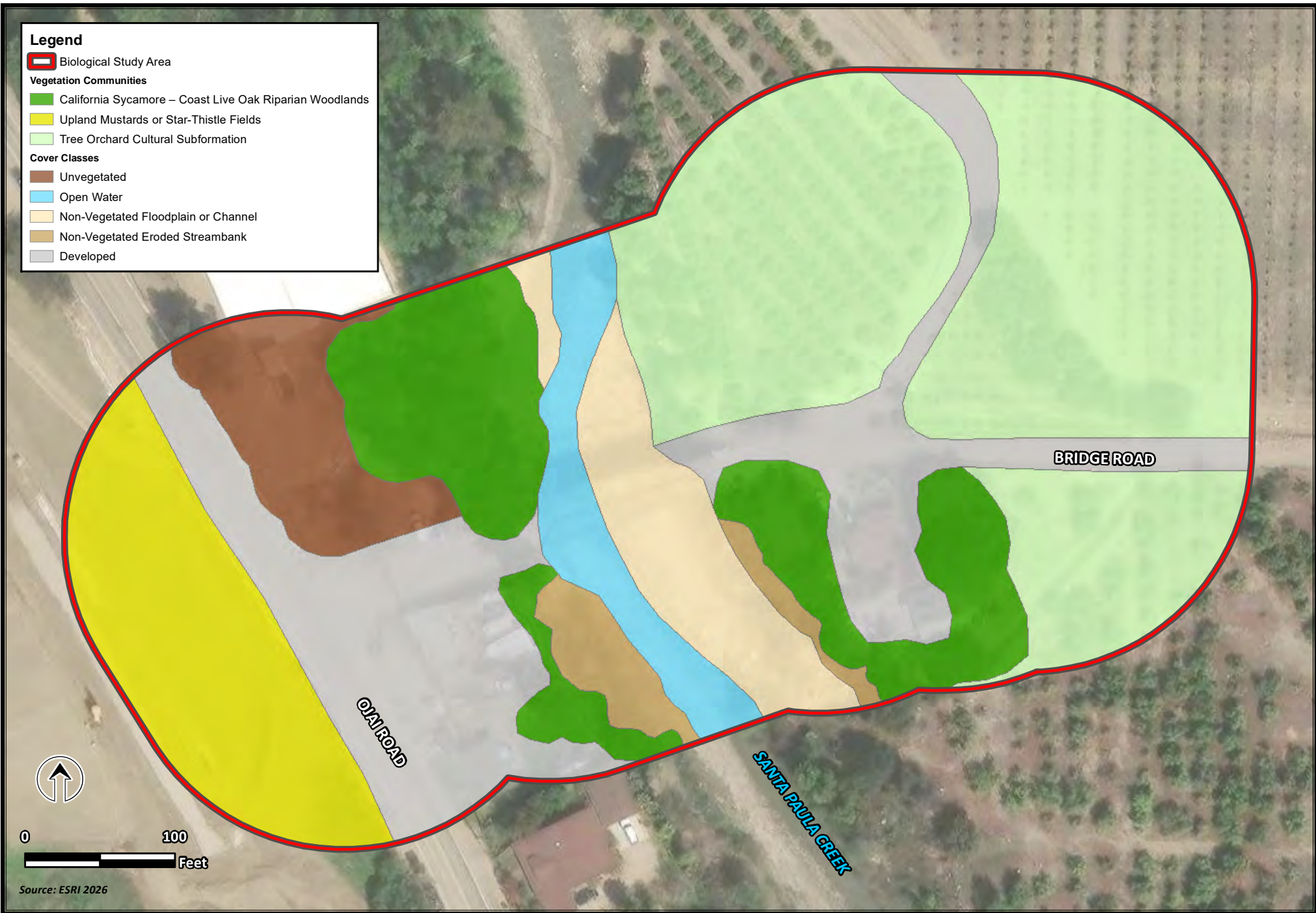


FIGURE 7. VEGETATION COMMUNITIES AND COVER CLASSES
 Bridge Road Temporary Bridge Project

The BSA is entirely within an ACE hexagon identified as a “Conservation Planning Linkage” (California Department of Fish and Wildlife, 2025c; California Department of Fish and Wildlife, 2025d). Conservation Planning Linkages contain habitat connectivity linkages mapped by the California Essential Habitat Connectivity Project and fine-scale regional connectivity and species-specific studies. Additionally, the BSA is within the Santa Monica – Sierra Madre habitat connectivity corridor as identified by the South Coast (SC) Missing Linkages Project (South Coast Wildlands, 2006). The Santa Monica – Sierra Madre Connection is a chain of linkages connecting the Santa Monica, Simi, Santa Susana, and Sierra Madre ranges. This linkage is one of the few remaining coastal to inland connections in the SC ecoregion. The main stem of the Santa Clara River was included in this linkage to preserve a critical migration corridor for steelhead – southern California Distinct Population Segment (DPS) (*Oncorhynchus mykiss irideus* pop. 10) to reach their spawning and rearing grounds in Santa Paula, Sespe, and Piru Creek.

Natural Communities

According to the CNDDDB, six special-status natural communities have the potential to be in the BSA based on geographical distribution. Based on the results of the literature search and the biological survey, two special-status natural communities are present in the BSA: Southern California Steelhead Stream and Southern Sycamore Alder Riparian Woodland.

A crosswalk between the Preliminary Descriptions of the Terrestrial Natural Communities of California (used to identify sensitive natural communities in CNDDDB) and the Manual of California Vegetation (method used to delineate vegetation communities within the BSAs) indicates that Southern Sycamore Alder Riparian Woodland in the CNDDDB system is equivalent to the California Sycamore - Coast Live Oak Riparian Woodlands (*Platanus Racemosa - Quercus Agrifolia* Woodland Alliance) alliance in the Manual of California Vegetation (Holland, 1986; U.S. Geological Survey, 2018). For the purposes of this analysis, the Open Water cover class in the BSA is considered equivalent to the Southern California Steelhead Stream natural community.

Special-Status Plants

According to the CNDDDB, CNPS, and USFWS species lists, 19 special-status plant species have potential to be in the BSA based on recorded geographical distribution. Based on the results of the literature search and the biological survey, there is potential for two special-status plant species to be in the BSA: white rabbit-tobacco (*Pseudognaphalium leucocephalum*), and broadleaf pondweed (*Stuckenia striata*).

White Rabbit-Tobacco

The white rabbit-tobacco is ranked S2 by CDFW and 2B.2 by CNPS. The white rabbit-tobacco is a perennial herb found in riparian woodland, cismontane woodland, coastal scrub, and chaparral. This species is found on sandy, gravelly benches, dry stream bottoms, canyon bottoms arroyos, areas of oak-sycamore, oak-pine, to pine woodlands, and commonly in riparian vegetation. There is riparian woodland dominated by live oak and sycamore in the BSA; therefore, there is potential for this species to be in the BSA.

California Sycamore - Coast Live Oak Riparian Woodland community west of Santa Paula Creek. Broadleaf Pondweed

The broadleaf pondweed is ranked S2S3 by CDFW and 2B.3 by CNPS. Broadleaf pondweed is a perennial

rhizomatous aquatic herb found in marshes, swamps, lakes, ponds, rivers, and drainage canals. There is riverine habitat in the BSA within Santa Paula Creek; therefore, there is potential for this species to be in Santa Paula Creek in the BSA.

Special-Status Animals

According to the CNDDDB, NOAA Fisheries, and USFWS species lists, 37 special-status wildlife species have potential to be in the BSA based on recorded geographical distribution (see **Appendix A**). Based on the results of the literature search and the biological survey, there is potential for 12 special-status wildlife species to be in the BSA including pallid bat (*Antrozous pallidus*), least Bell's vireo (*Vireo bellii pusillus*), yellow warbler (*Setophaga petechia*), southwestern willow flycatcher (*Empidonax traillii extimus*), two-striped gartersnake (*Thamnophis hammondii*), San Bernardino ringneck snake (*Diadophis punctatus modestus*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), southern California legless lizard (*Anniella stebbinsi*), California legless lizard (*Anniella* spp.), steelhead – southern California Distinct Population Segment (DPS) (*Oncorhynchus mykiss irideus* pop. 10), American bumble bee (*Bombus pensylvanicus*), and Crotch's bumble bee (*Bombus crotchii*). A full list with a discussion on the potential for each special-status wildlife species to be in the BSA is included in **Appendix D**.

Invertebrates

American Bumble Bee

The American bumble bee is found in open areas, such as fields, farmlands, temperate grasslands, meadows, deserts, and natural areas within otherwise urban settings. Historically, the species was found throughout much of California; however, it has lost its entire range in California's Central Valley. The current known range for this species is restricted to coastal southern California, with current sightings in Ventura, Los Angeles, Orange, and San Diego Counties.

The species is a generalist forager of a wide variety of flowering plants, including those associated with open or disturbed habitats and agricultural crops. They have been known to nest on the surface of the ground among tall grass in grasslands and open farmland but may sometimes nest underground. Little is known of the species' underground nesting sites, but typical bumble bee underground nests have included pre-existing mammal holes and depressions. Little is known of the species' overwintering sites, but bumble bee queens are known to overwinter in soft soil, under leaf litter/debris or in small cavities just below or on the ground surface.

There are lemon (*Citrus x limon*) and avocado (*Persea americana*) groves in the BSA as well as flowering herbaceous and woody plants that may provide forage for this species. Additionally, although no small mammal burrows were observed, there are grassy spaces in the BSA that may be suitable for nesting. Therefore, there is potential for this species to nest and forage in the BSA in the Upland Mustards or Star Thistle Fields and Tree Orchard Cultural Subformation communities.

Crotch's Bumble Bee

The Crotch's bumble bee is found in open grassland and scrub habitats. The species is primarily found in California, with the current known range extending southward from Redding to the Mexican border including the coasts and central valley east of the Sierra Nevada. The species is a generalist forager of

flowering plants and known to have a strong association with some weedy and/or disturbance associated plants. Plant families most visited include *Fabaceae*, *Apocynaceae*, *Asteraceae*, *Lamiaceae*, *Hydrophyllaceae*, *Asclepiadaceae*, and *Boraginaceae*.

Nesting sites are typically underground and may be reliant on sufficient rodent and/or other animal burrows. Little is known of the species' overwintering sites, but bumble bee queens are known to overwinter in soft soil, under leaf litter/debris or in small cavities just below or on the ground surface. There are lemon and avocado groves in the BSA as well as flowering herbaceous and woody plants, including California buckwheat (*Eriogonum fasciculatum*), that may provide forage for this species. Additionally, although no small mammal burrows were observed, there are grassy spaces in the BSA that may be suitable for nesting. Therefore, there is potential for this species to nest and forage in the BSA in the Upland Mustards or Star Thistle Fields and Tree Orchard Cultural Subformation.

Fish

Steelhead – Southern California DPS

The steelhead – southern California DPS is found in seasonally accessible coastal rivers and streams between the Santa Maria River in Santa Barbara County and the Tijuana River at the United States/Mexico border. This species requires cool, clean water with natural cover such as submerged and overhanging large wood, rocks, and boulders. Steelhead populations require perennial flows at varying, but consistent rates throughout the year corresponding with the spawning and rearing seasons. Santa Paula Creek in the BSA is a perennial creek with downstream connectivity to the Pacific Ocean. Additionally, the creek is mapped as critical habitat for southern California steelhead. Therefore, there is potential for this species to be in Santa Paula Creek in the BSA.

Reptiles

Two-Striped Garter Snake

The two-striped garter snake is found in coastal California from the vicinity of Salinas to northwest Baja California. This species is often found along streams with rocky beds and riparian growth. Santa Paula Creek in the BSA has a rocky bed and limited riparian vegetation; therefore, there is potential for this species to be in the BSA on the rocky streambed of Santa Paula Creek.

San Bernardino Ringneck Snake

The San Bernardino ringneck snake is most commonly found in moist habitats, including wet meadows, rocky hillsides, gardens, farmland, grassland, chaparral, mixed coniferous forests, and woodlands. This species is found under surface objects along drainage courses, in mesic chaparral, and oak and walnut woodland communities. This species avoids moving through open or barren areas by restricting movements to areas of surface litter or herbaceous vegetation. The San Bernardino ringneck snake feeds on small salamanders, tadpoles, small frogs, small snakes, lizards, worms, and insects. There is woodland habitat with an herbaceous understory and leaf litter in the BSA; therefore, there is potential for this species to be in the BSA in the California Sycamore – Coast Live Oak Riparian Woodlands community.

Coastal Whiptail

The coastal whiptail is found primarily in hot and dry open areas with sparse foliage, including chaparral, woodland, and riparian areas. This species is also found in woodland and riparian areas where the ground may be firm soil, sandy, or rocky. There are hot dry areas with sandy soils in the unvegetated portions of the BSA. Therefore, there is potential for this species to be in the Upland Mustards or Star Thistle Fields and Tree Orchard Cultural Subformation communities in the BSA.

Southern California Legless Lizard

The southern California legless lizard is generally found south of the Transverse Range, extending to northwestern Baja California. This species is found in a variety of habitats in sandy or loose, loamy soils with high moisture content under sparse vegetation. This species is often locally abundant with specimens found in coastal sand dunes and a variety of interior habitats, including sandy washes and alluvial fans. This species is often found in leaf litter under trees and bushes in sunny areas and dunes stabilized with bush lupine (*Lupinus arboreus*) and mock heather (*Ericameria ericoides*). The southern California legless lizard can also be found under surface objects such as rocks, boards, driftwood, and logs. There is sandy loam soil and suitable leaf litter for this species in the BSA. Therefore, there is potential for this species to be in the California Sycamore – Coast Live Oak Riparian Woodlands community, the Upland Mustards or Star Thistle Fields community, and the Tree Orchard Cultural Subformation community in the BSA.

California Legless Lizard

Anniella spp. are found within a variety of open habitats, sparsely vegetated habitats including beach dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores (*Platanus* spp.), cottonwoods (*Populus* spp.), and/or oaks (*Quercus* spp.). Leaf litter under trees and bushes in sunny areas and stabilized dunes often indicate suitable habitat. This species requires moist, warm, loose soil with plant cover. Their range is from Contra Costa County south to San Diego. There are stream terraces with sycamores, cottonwoods, and oaks as well as leaf litter in the BSA. Therefore, there is potential for this species to be in the California Sycamore – Coast Live Oak Riparian Woodlands community in the BSA.

Birds

Least Bell's Vireo

The least Bell's vireo is found in dense, willow dominated riparian habitat with lush understory vegetation. This species is a summer resident of Southern California in low riparian areas near water or in dry river bottoms and floodplains below 2,000 feet. This species is found in edge riparian growth along water or along dry parts of intermittent streams. Nests are typically built within three to four feet above the ground in the fork of willows, mulefat (*Baccharis salicifolia*), or understory vegetation, such as California wild grape (*Vitis californica*). There are no dense willow or mulefat thickets in the BSA; however, there is riparian habitat suitable for foraging in the BSA. Therefore, there is potential for this species to forage in the California Sycamore – Coast Live Oak Riparian Woodlands in the BSA, but it is not expected to nest in the BSA.

Yellow Warbler

The yellow warbler is found in riparian plant associations near water. This species also nests in montane shrubbery in open coniferous forests in the Cascades and Sierra Nevada. This species is frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods), sycamores, ash (*Fraxinus spp.*), and alders (*Alnus spp.*). There is riparian habitat including sycamores and cottonwoods in the BSA. Therefore, there is potential for this species to forage and nest in the California Sycamore – Coast Live Oak Riparian Woodlands community in the BSA.

Southwestern Willow Flycatcher

The southwestern willow flycatcher breeds in extensive riparian thickets near surface water or saturated soil. However, suitable vegetation is not uniformly dense and typically includes interspersed patches of open habitat. The southwestern willow flycatcher can occupy riparian habitats composed of native broadleaf species, a mix of native and exotic species, or monotypic stands of exotics. Within California, the southwestern willow flycatcher's known breeding locations are restricted primarily to Sierra Nevada/Cascade region south to northern Kern County, including Alpine, Inyo, and Mono Counties, in Southern California near Buellton in Santa Barbara County, at the Prado Basin riparian forest in Riverside County, and several locations in San Diego County. There is suitable riparian habitat near surface water for this species to forage in, however, the BSA is outside the known breeding range of this species. Therefore, there is potential for this species to forage in the California Sycamore – Coast Live Oak Riparian Woodlands community in the BSA, but it is not expected to nest in the BSA.

Mammals

Pallid Bat

The pallid bat is found in a variety of habitat types including chaparral, coastal scrub, desert wash, Great Basin grassland, woodlands, and forests. This species is most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. The pallid bat is very sensitive to disturbance of roosting sites. There are mature trees in the BSA that may have exfoliating bark or crevices suitable for this species to roost in. Additionally, snags in the BSA may provide roosting habitat for this species and there is also suitable foraging habitat for this species in the BSA. Therefore, this species may roost and forage in the BSA in the California Sycamore – Coast Live Oak Riparian Woodlands community in the BSA. Suitable roosting habitat for this species is not present on or in Bridge Road Bridge itself.

Protected Trees

Based on survey results, there are several coast live oak trees within the BSA that qualify for protection under the Ventura County Non-Coastal Zoning Protected Tree Ordinance.

Discussion of Checklist Responses

The following discussion incorporates the results of the Biological Resources Assessment (BRA) prepared for this project (GPA Consulting, 2026).

- a. **Would the project 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 CDFW or USFWS?**

Less Than Significant Impact with Mitigation Incorporated. Vegetation removal, excavation, grading, paving, and movement of construction personnel would have the potential to result in direct impacts on white rabbit-tobacco if it were within the work area at the time of construction. Direct impacts on broadleaf pondweed are not anticipated as no construction activities would be conducted below the top of bank of Santa Paula Creek. Direct impacts on white rabbit-tobacco would include trampling or removal during construction of the temporary bridge and temporary roadways. Additionally, construction activities would have the potential to result in the release of dust or other pollutants, which could result in impacts on the health of white rabbit-tobacco and/or broadleaf pondweed if they were present in the work area during construction. Measures **BIO-1** through **BIO-4** would be implemented to avoid and/or reduce potential impacts. With implementation of these measures, the project would result in a less than significant impact on special-status plant species.

Invertebrates

Although not observed during surveys, there is potential for American bumble bee and Crotch's bumble bee to be in the BSA. Vegetation/tree removal, staging, grading, excavation, and personnel and vehicle movement during construction would have the potential to result in direct and indirect impacts on American bumble bee and Crotch's bumble bee, if the species were to be present in the work area during construction.

Direct impacts on American bumble bee and Crotch's bumble bee would include trampling or crushing of individuals, resulting in injury or mortality, and/or destruction of bumble bee nests. Indirect impacts would include vibration and human activity during construction activities, which would result in disturbance and disruption of bee behavior and foraging.

Measures **BIO-5** through **BIO-9** would be implemented to avoid, minimize, and/or mitigate impacts on American bumble bee and/or Crotch's bumble bee and take of this species is not anticipated. Therefore, consultation with CDFW and an Incidental Take Permit for Crotch's bumble bee are not anticipated to be required. However, if take of Crotch's bumble bee cannot be avoided, take authorization prior to any ground-disturbing activities would be conducted. Take authorization would be completed through the issuance of an Incidental Take Permit, pursuant to California Fish and Game Code 2081(b) in coordination with CDFW. Therefore, the project would result in a less than significant impact with mitigation incorporated on special-status invertebrate species.

Fish

Although not observed during the biological survey, there is potential for steelhead - southern California DPS to be in the BSA. Additionally, the BSA is within designated critical habitat for steelhead. Direct impacts on steelhead are not anticipated, as no work would be conducted below the top of bank of Santa Paula Creek. Indirect impacts would include the release of dust, debris, and construction materials into the creek during construction of the temporary bridge, which would affect water quality. Removal of vegetation and trees along the banks would also increase erosion and release of fine sediments into the

creek, reducing water quality. Measures **BIO-1** and **BIO-10** through **BIO-16** would be implemented to avoid and/or minimize impacts. With implementation of these measures, the project would have no effect on steelhead or steelhead designated critical habitat, and consultation with NMFS is not anticipated. There is no potential for take of steelhead; therefore, consultation with CDFW and an Incidental Take Permit are not anticipated. Therefore, the project would have a less than significant impact on special-status fish species.

Reptiles

Although not observed during the biological survey, there is potential for two-striped garter snake, San Bernardino ringneck snake, coastal whiptail, southern California legless lizard, and California legless lizard to be in the BSA. Vegetation removal and trimming, excavation, grading, staging, and personnel and vehicle movement would result in direct and indirect impacts on these species if individuals were to be present during construction. Direct impacts would include trampling or crushing, which would result in injury or mortality. Indirect impacts would include temporary habitat loss and increases in noise, vibration, and human activity during construction, resulting in altered behavior. Measures **BIO-17** and **BIO-18** would be implemented to avoid and/or minimize impacts. With implementation of these measures, the project would result in a less than significant impact on special-status reptile species.

Birds

Although not observed during surveys, there is potential for least Bell's vireo (foraging only), southwestern willow flycatcher (foraging only), and yellow warbler to be in the BSA. Vegetation/tree removal and trimming, staging, grading, staging, and personnel and vehicle movement could result in direct or indirect impacts on yellow warbler and indirect impacts on least Bell's vireo and southwestern willow flycatcher if they were to be in the BSA during construction.

Direct impacts on yellow warbler could include destruction of nests, which could result in injury or mortality. Indirect impacts on yellow warbler, least Bell's vireo, and southwestern willow flycatcher could include increased noise and vibration levels resulting from construction equipment and human activity, which could result in behavioral disruption and/or nest abandonment of yellow warbler. Measures **BIO-19** through **BIO-21** would be implemented to avoid and/or minimize impacts. With implementation of these measures, take of these species, and consultation with USFWS and CDFW, is not anticipated. Therefore, the project would result in a less than significant impact on special-status bird species.

Mammals

Although not observed during surveys, there is potential for pallid bat to be in the BSA. Vegetation/tree removal and trimming and personnel and vehicle movement would have the potential to result in direct and indirect impacts on pallid bat if they were roosting in the BSA during construction.

Direct impacts could include destruction of roosts during vegetation/tree removal, which could result in injury or mortality. Indirect impacts could include roost abandonment resulting from increased construction noise and vibration. Measures **BIO-22** through **BIO-26** would be implemented to avoid and/or minimize impacts. With implementation of these measures, the project would result in a less than significant impact on special-status mammal species.

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 CDFW or USFWS?

Less Than Significant Impact. There are two special status natural communities within the BSA. Project activities, including clearing, grubbing, grading, paving, staging, construction access, and installation of the temporary bridge, could result in temporary impacts on Southern California Steelhead Stream.

Project activities, including clearing, grubbing, grading, paving, staging, construction access, and installation of the temporary bridge, could result in temporary impacts on Southern Sycamore Alder Riparian Woodland. Direct temporary impacts could include tree and vegetation removal within staging or access areas. Plants could also be trampled or otherwise damaged by construction personnel or heavy equipment. Project activities could result in permanent impacts on Southern Sycamore Alder Riparian Woodland. Direct permanent impacts would include clearing and grubbing within the footprint of the temporary bridge and approach roadways, which would remove two coast live oak trees which would not be replaced onsite.

Additionally, construction activities could cause the release of dust and/or construction materials, which could result in indirect impacts on Southern Sycamore Alder Riparian Woodland or the Southern California Steelhead Stream. Because construction would be conducted from the top of bank of Santa Paula Creek and no construction would be conducted within the creek channel, direct impacts on Southern California Steelhead Stream are not anticipated.

In addition, Measures **BIO-1**, **BIO-10** through **BIO-14**, **BIO-16**, and **BIO-27** would be implemented to further avoid and/or minimize impacts. Therefore, the project would result in a less than significant impact on sensitive natural communities.

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 Impact. Construction activities would have the potential to release dust into Santa Paula Creek, which would affect Santa Paula Creek water quality in USACE jurisdiction. Indirect impacts may include increased turbidity, changes in water quality, and/or increased erosion. Measures **BIO-1** and **BIO-10** through **BIO-14** would be implemented to avoid and/or minimize impacts. With implementation of these measures, the project would result in a less than significant impact on federally protected wetlands.

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?

Less Than Significant Impact with Mitigation Incorporated. The BSA is within a Conservation Planning Linkage that contains habitat connectivity linkages. Santa Paula Creek is a linkage to the Pacific Ocean for steelhead. Therefore, there is potential for the BSA to be used as a migration or travel corridor. There is potential for migratory birds to nest and foraging in the BSA during construction, including yellow warbler, and potential for foraging, including southwestern willow flycatcher, and least Bell's vireo. There is also

potential for pallid bat roosting in the BSA. In addition, the BSA may be used for local foraging and movement by urban wildlife species in the area.

The project would not result in the construction of any additional barriers that could cause fragmentation of existing habitat. In addition, no work would be conducted within Santa Paula Creek and steelhead migration would not be affected. The project would include removing and/or trimming oak trees, which would have the potential to affect nesting birds and roosting bats. Measures **BIO-19** through **BIO-21**, **BIO-22** through **BIO-26**, and **BIO-29** through **BIO-30** would be implemented to avoid, minimize, or mitigate impacts. With implementation of these measures, the project would result in a less than significant impact with mitigation incorporated on migratory wildlife and wildlife nursery sites.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact with Mitigation Incorporated. The Ventura County Non-Coastal Zoning Ordinance regulates the removal and trimming of protected trees. There are several coast live oaks within the BSA that qualify for protection under the Non-Coastal Zoning Ordinance. Construction would involve removing two to four coast live oak trees for the construction of the temporary bridge, which would conflict with the Non-Coastal Zoning Ordinance. Any trees that would need to be removed or substantially trimmed would require a permit from the Ventura County Planning Division. Measures **BIO-29** and **BIO-30** would be implemented to avoid, minimize, and/or mitigate impacts. With implementation of these measures, the project would result in a less than significant impact with mitigation incorporated related to local policies protecting biological resources.

Avoidance, Minimization, and Mitigation Measures

To avoid and/or minimize impacts on CDFW jurisdiction as well as waters of the U.S. and waters of the state, the following measures would be implemented:

BIO-1 Best Management Practices (BMP), such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from entering the creek and/or leaving the construction area.

To avoid and/or minimize impacts on special-status plants, the following measures would be implemented:

BIO-2 Prior to construction, a qualified biologist would conduct plant surveys within the construction area. Surveys would be conducted during the appropriate blooming period (July to August for white rabbit-tobacco) in the year prior to construction, to the maximum extent feasible. If special-status plant species are found during pre-construction surveys, high visibility ESA protective fencing would be installed around the special-status plants to prevent construction staff or equipment from entering this area, to the maximum extent feasible. The ESA protective fencing buffer would be species specific, with a minimum buffer radius based on guidance from a qualified biologist.

BIO-3 If the plants cannot be avoided, or if monitoring determines that the plants are being adversely affected by construction activities, these activities would be suspended, and a plan would be

developed by a qualified biologist to relocate the plants to a suitable location and monitor their survival. The plan would include, at a minimum, details on the relocation site, the methods for relocation, methods for monitoring, and survival criteria. The relocated plants would be monitored for a period sufficient to confirm they have survived the transplanting, as identified by the qualified biologist.

BIO-4 All project-related vehicle traffic and equipment staging, storage, parking, and stockpiling, would be restricted to established roads, staging areas, and construction areas.

To avoid and/or minimize impacts on Crotch's bumble bee and American bumble bee, the following measures would be implemented:

BIO-5 If feasible, initial ground disturbance and vegetation removal would be conducted September 2 through February 28, outside the typical Crotch's and American bumble bee colony flight period (March 1 through September 1 and May 15 to August 1, respectively). If initial ground disturbance and vegetation removal is conducted during the typical flight period, a qualified wildlife biologist would conduct visual surveys within two weeks prior to ground disturbing activities to identify Crotch's and/or American bumble bee nesting or foraging habitats and conduct visual surveys for the species. Surveyors would focus on detections of bumble bees and perform transect surveys for underground nest burrows and other substrates such as thatched vegetation. If initial ground disturbance and vegetation removal activities are not completed within two weeks of the initial survey, additional detection surveys would be required.

BIO-6 If a Crotch's or American bumble bee nest is observed, work would temporarily pause in the immediate vicinity of the nest. A minimum 50-foot avoidance buffer (or suitable distance determined by the qualified biologist) would be established using orange flagging/fencing or similar. This buffer would be installed and maintained throughout the duration of construction or until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate. CDFW would be notified upon discovery of the nest.

BIO-7 If take of Crotch's bumble bee cannot be avoided, take authorization prior to any ground-disturbing activities would be conducted. Take authorization would be completed through the issuance of an Incidental Take Permit, pursuant to California Fish and Game Code 2081(b).

BIO-8 If Crotch's bumble bee is observed away from a nest, work would temporarily pause in the immediate vicinity until the animal has left the work area of its own volition

To mitigate impacts on Crotch's bumble bee in the event of take, the following measures would be implemented:

BIO-9 Mitigation for permanent direct impacts on Crotch's bumble bee would be accomplished by offsite habitat preservation, enhancement, restoration, and/or creation at a ratio of no less than 1:1. The final mitigation ratio would be established through consultation and coordination with CDFW during the permitting process.

To avoid and/or minimize impacts on CDFW jurisdiction as well as waters of the U.S. and waters of the state, the following measures would be implemented:

- BIO-10** Work areas would be reduced to the maximum extent feasible.
- BIO-11** Equipment staging and storage areas for vehicles, equipment, material, fuels, lubricants, and solvents would be restricted to designated staging areas and would be a minimum of 50 feet from Santa Paula Creek.
- BIO-12** Appropriate hazardous material BMPs would be implemented to reduce the potential for chemical spills or contaminant releases into the creek, including any non-stormwater discharge.
- BIO-13** All equipment refueling, and maintenance would be conducted in designated staging areas at least 50 feet away from Santa Paula Creek. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all parked equipment that is not in operation. Any leaking vehicle or equipment would not be operated in the BSA until repaired. All workers would be informed of the importance of preventing spills and the appropriate measures to take should a spill happen.
- BIO-14** Stationary equipment such as motors, pumps, generators, compressors, and welders located within 100 feet of the creek would be positioned over drip-pans, inclusive of when in operation.
- BIO-15** Any temporary erosion control implemented during construction would be completed using native, non-invasive species. At project completion, all temporarily disturbed areas would be re-contoured to pre-construction conditions and revegetated with native species appropriate for the surrounding vegetation community.
- BIO-16** Mitigation for temporary impacts on riparian habitat (Southern Sycamore Alder Woodland) would be accomplished through on-site revegetation at a minimum ratio of 1:1. However, the final ratio would be established through consultation and coordination with CDFW during the permitting process.

To avoid and/or minimize impacts on special-status reptiles, the following measures would be implemented:

- BIO-17** Excavation and soil removal would be reduced to the extent feasible.
- BIO-18** Pre-construction surveys for reptiles would be conducted by a qualified biologist no more than 48 hours prior to construction. surveys would be repeated if construction activities are suspended for five days or more. If these species, or other non-special status reptiles, are observed within the project area, a qualified biologist would capture and relocate them to suitable habitat at least 100 feet outside of the project area.

To avoid and/or minimize impacts on migratory birds and raptors, including yellow warbler, southwestern willow flycatcher, and least Bell's vireo, the following measures would be implemented:

- BIO-19** Trimming and removal of vegetation and trees would be minimized and performed outside of the nesting season (February 15 to September 15), to the maximum extent feasible.
- BIO-20** If that trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys would be completed within 500 feet of the construction area, as feasible, by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if

nesting birds/raptors are within the vegetation that would be trimmed or removed. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.

BIO-21 If nesting birds are found within 500 feet of the project area, measures to ensure that the birds/raptors and/or their nests are not harmed, would be implemented, including but not limited to, installation and maintenance of appropriate buffers (typically 300 feet for birds and 500 feet for raptors) until nesting activity has ended. Alternative buffer distances may be proposed based on species and levels of disturbance. Buffers consisting of orange flagging, high visibility fencing, or similar would be installed and maintained until nesting activity has ended, as determined in coordination with the project biologist and regulatory agencies, as appropriate and on a species-specific basis. Nesting bird buffers may be reduced during construction at the discretion of a qualified biologist.

To avoid and minimize impacts on the pallid bat, the following measures would be implemented:

BIO-22 Tree removal would be conducted outside of the maternal and non-active seasons for bats (October).

BIO-23 The removal of mature trees and snags would be minimized to the greatest extent feasible. If mature trees or snags are removed for the project, a qualified biologist would survey the trees to determine whether they are suitable for use by bats prior to their removal.

BIO-24 If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this habitat. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own. Work would resume only once all bats have left the site and/or approval to resume work is given by a qualified biologist.

BIO-25 After completion of the bat roosting habitat assessment, all trees with potential day roosting habitat would be removed using a 3-step process over three consecutive days and under the supervision of a qualified biologist. On the first day, all non-habitat trees adjacent to and/or surrounding potential habitat trees, as identified by the qualified biologist, would be removed (or trimmed, if full removal can be avoided) using hand tools. In addition, limited trimming of the potential bat roosting habitat trees (branches and small limbs with no potential roosting features) would be completed on the first day, also using hand tools. Felled trees/tree parts would be left on site for a day to allow for any bats still in the trees to exit on their own. On the third day, all the potential habitat trees that were previously trimmed and/or avoided during step one would be removed.

BIO-26 If a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked or operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15

minutes prior to sunset and one hour following sunset).

To avoid and/or minimize potential impacts on Southern Sycamore Alder Woodland, measure **BIO-16** as well as the following measures would be implemented:

BIO-27 Vegetation removal would be avoided to the maximum extent feasible.

BIO-28 Prior to construction, high visibility Environmentally Sensitive Area (ESA) protective fencing would be installed at the limits of construction to prevent construction personnel or equipment from encroaching further into adjacent natural communities.

To avoid and/or minimize impacts on protected trees, the following measures would be implemented:

BIO-29 Removal of oak trees would be avoided, if feasible. If avoidance is feasible, protective ESA fencing would be installed a minimum of five feet beyond the dripline of the tree(s) during construction to prevent construction personnel or equipment from entering the area.

To mitigate impacts on protected trees, the following measure would be implemented:

BIO-30 Oak trees removed as part of the project would be mitigated either onsite or offsite at the following ratios:

- 3:1 for oak trees up to six inches DBH;
- 5:1 for oak trees between six and 35 inches DBH; and
- 10:1 for removal of oak trees greater than 35 inches DBH.

5.5. Cultural Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the Project: | | | | |
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Historic Resources

A Historical Resources Technical Report (HRTR) was prepared for the project (GPA Consulting, 2026). The only historical resource in the project area is the existing bridge, which was previously determined eligible for listing in the National Register of Historic Places (NRHP) and is listed in the California Register of Historical Resources (CRHP) (National Park Service, 2025; California State Parks, n.d). Therefore, for the purposes of CEQA the bridge is considered a historic resource.

To be eligible for listing in the NRHP, a property must be significant within a historic context and must have historic integrity. The NRHP recognizes seven aspects that define integrity: feeling, association, workmanship, location, design, setting, and materials (GPA Consulting, 2026). The bridge was determined to be significant at the local level under Criterion C as the last extant example of the work of Mervy-Elwell Co., an early California-based truss fabrication firm, and as a rare remaining example of an early truss bridge in California. The period of significance was established as 1911, its date of original construction. Properties eligible in the NRHP are automatically listed in the CRHP.

Cultural and Archeological Resources

An Archaeological Survey Report (ASR) was prepared for the project area in 2021 for a different project (Duke Cultural Resources Management, 2021). The records search conducted as part of the ASR identified 12 other archaeological studies and six cultural resources and within 0.5 mile of the Area of Potential Effects (APE). The records search indicated that, aside from the existing bridge, no other previously recorded cultural resources are within the APE. However, two cultural resource sites are mapped directly adjacent to the APE (within 50 feet). However, during surveys of the APE and surrounding area, these sites were not observed, and previously recorded prehistoric archaeological sites adjacent to the APE are assumed to no longer be present.

Discussion of Checklist Responses

a. Would the project cause a substantial adverse change in the significance of a historical resource, pursuant to Section 15064?

Less Than Significant Impact. The project would not include any physical changes to the existing bridge. Construction equipment vibration would have to potential to affect nearby structures; however, the existing bridge is a steel structure and would not be anticipated to be susceptible to structural damage. Potential indirect impacts would include impacts on the significance of the existing historical bridge related to a change in setting (addition of the new bridge), which could alter the historical significance of the existing bridge if it were a character defining feature of the bridge. However, the setting was not identified as a character-defining feature of the existing bridge and, the change in setting would not diminish the historic integrity, and the existing bridge would retain listing in the NRHP and CRHP. Therefore, the project would result in a less than significant impact on the significance of any historical resource.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064?

Less Than Significant Impact. Based on previous surveys of the project area and surrounding area, previously recorded prehistoric archaeological sites adjacent to the project area are assumed to no longer be present. In addition, due to ground disturbance within the project area from previous projects, the potential to encounter previously unidentified archaeological deposits during construction of the project is considered low (Duke Cultural Resources Management, 2021). However, if an undiscovered resource is encountered, there remains potential to impact this resource. Measure **CUL-1** would be implemented to avoid and/or minimize impacts. With implementation of this measure, the project would result in a less than significant impact on archeological resources.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The project is in a rural portion of the county that is not near or within a former cemetery and the land surrounding and within the project area has already been disturbed and developed. However, construction of the project would include ground-disturbing activities that, while unanticipated, could unearth previously undiscovered human remains interred outside of a former cemetery. Measure **CUL-2** would be implemented to avoid and/or minimize impacts. With implementation of this measure, the project would result in a less than significant impact on human remains.

Avoidance, Minimization, and/or Mitigation Measures

CUL-1 If previously unidentified cultural materials are encountered or unearthed during construction, work would be halted in that area until a qualified archaeologist can assess the nature and significance of the find.

CUL-2 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, steps would be taken in compliance with the CCR Section 15064.5. All

construction activities would cease, and the County Coroner would be contacted if any human remains are discovered, in accordance with 14 CCR Section 15064.5(e). If the coroner determines that the human remains are of Native American origin, the NAHC would be notified to determine the MLD for the area. The MLD would make recommendations for the arrangements for the human remains per PRC Section 5097.98.

5.6. Energy

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The project area includes an existing transportation facility and a creek. There are no facilities in the project area that require energy resources to operate.

General Plan

As outlined in the Public Facilities, Service, and Infrastructure Element of the General Plan, the County implements energy conservation through design features during construction of County facilities (Ventura County, 2020). The applicable goals and policies from the General Plan are as follows:

Goal:

To be a regional leader in energy efficiency.

Policy:

The County would prioritize energy efficiency and water conservation as key design features when constructing, purchasing, leasing, retrofitting or expanding County facilities.

California Long-Term Energy Efficiency Strategic Plan

The *California Long-Term Energy Efficiency Strategic Plan* provides a roadmap for achieving maximum energy savings across all major sectors in California and identifies strategies for achieving goals for energy (California Public Utilities Commission, n.d). These energy efficiency strategies include:

- All new residential construction in California would be zero net energy by 2020;
- All new commercial construction in California would be zero net energy by 2030;
- Heating, Ventilation and Air Conditioning (HVAC) would be transformed to ensure that its energy performance is optimal for California’s climate;
- All eligible low-income customers would be given the opportunity to participate in the low income energy efficiency program by 2020.

California Air Resources Board Standards

This Airborne Toxic Control Measure is set forth in title 13, CCR, section 2485, and requires, among other things, that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds, including buses and sleeper berth equipped trucks, not idle the vehicle's primary diesel engine longer than five minutes at any location (California Air Resources Board, n.d).

Discussion of Checklist Responses

- a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

Less Than Significant Impact. Transportation of workers and materials would result in fuel (gasoline and diesel) and electricity consumption. Equipment would be operated in compliance with California Air Resources Board (CARB) emission and anti-idling standards, which help minimize inefficient fuel consumption. The project would not include any new lighting or other energy demanding components, and operation of the project would not require long term energy use or demand beyond existing condition. Therefore, the project would result in a less than significant impact on energy resources.

- b. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?**

No Impact. Equipment would be operated in compliance with the General Plan, the California Long-Term Energy Efficiency Strategic Plan, and CARB standards. Once construction is complete, the energy requirements for the project would be similar to existing conditions. Because the project would not introduce new energy-consuming features or inefficient operations, it would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the project would result in no impact related to conflicts with state or local plans for renewable energy or energy efficiency.

5.7. Geology and Soils

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Custom Soil Resource Report for Ventura Area, California, the project area is underlain by the following soils: Cortina Stony Sandy Loam, 2 to 9 Percent Slopes; Garretson Gravelly Loam, 2 to 9 Percent Slopes; and Riverwash (United States Department of Agriculture Natural Resources Conservation Service, 2025). Cortina Stony Sandy Loam, 2 to 9 Percent Slopes and Garretson Gravelly Loam, 2 to 9 Percent

Slopes are well to excessively draining soils and Riverwash is a poor-draining soil (United States Department of Agriculture, 2019). Based on their texture profile, these soils have a low to moderate potential for erosion (Michigan State University, 2002).

The project area is within the Santa Paula Creek corridor and the elevation in the project area varies from approximately 500 feet above mean sea level (amsl) within the creek bed to approximately 600 feet amsl at the top of the banks. The land around Santa Paula Creek includes hills and orchards. The topography of the creek is generally flat with sloping to nearly vertical banks. According to the CDOC California Earthquake Hazards Zone Application, the project is within a liquefaction zone (California Department of Conservation, California Earthquake Hazards Zone Application, 2024).

According to the Department of Conservation's California Geological Survey, the project area is in the Santa Paula Peak Quadrangle. The project area is not within a known earthquake fault zone. The closest earthquake fault zone is the San Cayetano Fault Zone, approximately 2.9 miles northeast of the project site (California Department of Conservation, n.d; California Department of Conservation, 2019a).

The San Cayetano Fault is approximately 2.9 miles northeast of the project. In addition, there are regional faults that have the potential to generate strong ground motion, including the Northridge Blind Thrust, Santa Susana, San Andreas, and Ventura Faults. The project area is classified as a liquefaction and landslide hazard zone according to the CDOC Earthquake Zones of Required Investigation Hazard maps (California Department of Conservation, California Earthquake Hazards Zone Application, 2024). According to the NRCS Web Soil Survey, soils in the project area have a range of linear extensibility of 1.5 to 4.5 percent, indicating a low shrink to moderate-swell potential (Natural Resources Conservation Service, 2021).

General Plan

According to the General Plan Hazards and Safety Element, the County requires that all structures designed for human occupancy, such as bridges, incorporate engineering measures to reduce the risk of and mitigate against collapse from ground shaking (Ventura County, 2020).

The General Plan defines unique paleontological features as fossilized remains of plant and animal life. Within the County, paleontological remains include examples from most of geological history, including the Paleozoic (542 to 251 million years ago), the Mesozoic (251 to 65.5 million years ago), and the Cenozoic (65.5 million years ago to the present). According to the General Plan Resources Appendix, an inventory of paleontological resources has not been completed. In addition, the General Plan Resources Appendix does not identify the project area as having a unique geological resource (Ventura County, 2019a).

California Building Code

The California Building Code, as adopted and amended by County through the County Building Code, establishes minimum standards for structural design, construction, and seismic safety for buildings and other structures. These standards are intended to reduce risks associated with geologic hazards such as ground shaking, ground failure, and structural collapse. The County enforces these requirements through its building permit review and inspection process to ensure compliance with applicable state and local construction safety standards.

Discussion of Checklist Responses

a. **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

No Impact. The project area is not within a known earthquake fault zone; the closest fault zone is the San Cayetano Fault Zone, approximately 2.9 miles northeast of the project area. However, regional faults, including the San Cayetano Fault, could generate ground shaking in the project area. The project would be designed and constructed in accordance with applicable seismic safety requirements of the California Building Code, which are intended to reduce risks associated with ground shaking. Compliance with these standards would reduce potential seismic impacts to a less than significant level. Therefore, the project would result in a less than significant impact related to a known earthquake fault.

- ii. **Strong Seismic Ground shaking?**

Less Than Significant Impact. See discussion "a." The project would be designed and constructed in accordance with applicable seismic safety requirements of the California Building Code, which are intended to reduce risks associated with ground shaking. Compliance with these standards would reduce potential seismic impacts to a less than significant level. Therefore, the project would result in a less than significant impact related to strong seismic ground shaking.

- iii. **Seismically Induced Ground Failure Including liquefaction?**

Less Than Significant Impact. The project area is within a seismic area subject to liquefaction; however, the project would be designed to accommodate anticipated levels of ground shaking experienced in the region, as well as liquefaction. Measure **GEO-1** would be implemented to avoid and/or minimize impacts. With implementation of this measure, the project would result in a less than significant impact related to liquefaction.

- iv. **Landslides, Including Seismically Induced Landslides**

Less Than Significant Impact. The project area is within a seismic area subject to landslides; however, the project would be designed to accommodate anticipated levels of ground shaking experienced in the region, as well as landslides. Measure **GEO-1** would be implemented to avoid and/or minimize impacts. With implementation of this measure, the project would result in a less than significant impact related to landslides.

b. **Would the project result in Substantial Soil Erosion or Loss of Topsoil?**

Less Than Significant Impact. The project would include grading for site leveling, which would result in a loss of topsoil; however, the grading would be minimal. Standard BMPs would be implemented, including erosion control measures required by a grading permit and National Pollutant Discharge Elimination System (NPDES) permit associated with construction activities. Therefore, the project would result in a less than significant impact related to soil erosion.

- c. **Would the project 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?**

Less Than Significant Impact. The project is within a landslide and liquefaction hazard zone. Lateral spreading, subsidence, and collapse associated with liquefaction would also be a potential hazard associated with the project area. However, the project would be designed to accommodate anticipated levels of ground shaking and liquefaction experienced in the region, as well as subsidence, lateral spreading, and collapse. With the implementation of measure **GEO-1**, impacts would be avoided and/or minimized. Therefore, the project would result in a less than significant impact related to landslides, lateral spreading, subsidence, liquefaction, or collapse.

- d. **Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

Less Than Significant Impact. The project area is on low to moderately expansive soils. However, the project would be designed to accommodate anticipated expansive soils. Measure **GEO-1** would be implemented to avoid and/or minimize impacts. In addition, the project would be constructed with geotechnical recommendations. With implementation of this measure, the project would result in a less than significant impact related to expansive soil.

- e. **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of waste water?**

No Impact. The project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the project would result in no impact related to septic tanks or alternative wastewater disposal systems.

- f. **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less Than Significant Impact. No paleontological resources have been identified in the project area and due to ground disturbances within the project area from past projects, the potential to encounter buried paleontological resources is low. However, if an undiscovered resource is encountered, there remains potential to impact this resource. Measure **GEO-2** would be implemented to avoid and/or minimize impacts. With the implementation of this measure, the project would result in a less than significant impact on unique paleontological resources or sites or unique geologic features.

Avoidance and Minimization Measures

GEO-1 Prior to approval of final plans, a geotechnical study would be completed by an engineering geologist or equivalent to evaluate seismic and non-seismic soil conditions, including but not limited to, expansion potential, subsidence, slope stability and corrosiveness. This report would include evaluation of soil characteristics, identification of potential soil concerns and appropriate measures to address site specific soil conditions. Recommendations of the geotechnical study would be incorporated into the final design plans. The final geotechnical study would be

submitted to Ventura County Public Works for review and approval.

GEO-2 If previously unidentified paleontological resources are encountered or unearthed during construction, work would be halted in that area until a qualified paleontologist can assess the nature and significance of the find. Work would not be re-initiated until the find is resolved.

5.8. Greenhouse Gas Emissions

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the Project: | | | | |
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate change conditions. The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide, sulfur hexafluoride, perfluorocarbons, hydrofluorocarbons and water vapor. CO₂ is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential to different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32, California Health and Safety Code Division 25.5, Sections 38500, *et seq.*, or AB 32), which requires CARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. The ARB developed the AB 32 Scoping Plan, which outlines the state’s strategy to achieve the 2020 GHG emissions limit. The plan includes measures such as a cap-and-trade program covering most statewide emissions and strategies to improve energy efficiency, reduce oil dependence, and enhance public health. The 2022 Climate Change Scoping Plan Update establishes California’s goal of carbon neutrality by 2045 and targets an 85 percent reduction in GHG emissions from 1990 levels, consistent with state climate policy (California Air Resources Board, 2022).

According to the 2022 Climate Change Scoping Plan Update, the major source of GHGs in California in 2019 was transportation, contributing approximately 40 percent of the state’s total GHG emissions. Electric power sources are the second largest generator, contributing approximately 20 percent of the state’s GHG emissions. Industrial and commercial and residential sources contribute approximately 15 and 10 percent of the state’s GHG emissions, respectively. Agriculture, High Global Warming Potential (GWP), and recycling and waste contribute to the fewest emissions at eight, five, and two percent, respectively (California Air Resources Board, 2022).

For small transportation projects, VCAPCD does not have an established numeric GHG significance threshold for construction and operational emissions. Significance is determined by government agencies.

Discussion of Checklist Responses

- a. **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less Than Significant Impact. Use of on-site construction equipment and off-site vehicle trips (worker commutes and material haul trips) would generate temporary GHG emissions. However, the project would not generate new operational vehicle trips or require ongoing energy consumption. Estimated GHG emissions include on-road vehicle trips and off-road equipment use. Estimated total construction GHG emissions are approximately 266.4 metric tons of CO₂e (MTCO₂e, see **Table 5**). GHG emissions would cease following construction. In addition, Measures **GHG-1** and **AQ-1** through **AQ-9** would further reduce emissions. Therefore, the project would result in a less than significant impact on GHG emissions.

Table 5. Estimated Total Construction Greenhouse Gas Emissions

| Pollutants | Emissions (Metric Tons of CO ₂ e) |
|---|--|
| CO ₂ T (Total Carbon Dioxide) | 265.3 |
| CH ₄ (Methane) | <0.1 |
| N ₂ O (Nitrous Oxide) | <0.1 |
| R (Refrigerants) | <0.1 |
| CO ₂ e (Carbon Dioxide Equivalent) | 266.4 |

Notes: Emissions were estimated using the CalEEMod computer program, version 2022.1.1.39.

- b. **Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Less Than Significant Impact. As discussed in response (a) above, construction of the project would contribute to minimal increases in GHG emissions, and project operation would not increase GHG emissions. Therefore, the project would result in a less than significant impact on GHG related applicable plans, policies, and regulations.

Avoidance and Minimization Measures

GHG-1 A traffic management plan would be developed and implemented in accordance with the 2025 Caltrans Standard Specifications and in compliance with the California Manual on Uniform Traffic Control Devices, Part 6, "Temporary Traffic Control."

5.9. Hazards and Hazardous Materials

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site that 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

A Site Investigation was prepared for the project area in 2020 for a different project. As part of that study, a database search was requested from Environmental Data Resources (EDR) for public lists of sites that generate, store, treat, or dispose of hazardous materials or sites for which a release or incident has happened. The search area included the project area and a 0.25-mile radius around the project area. At

the time of the study, the project area was not listed in any of the databases searched by EDR. Four immediately adjacent properties were listed in databases searched by EDR; however, these sites were not expected to result in a release of hazardous materials that could affect the project area. No known or suspected recognized environmental conditions associated with the project area have been identified by the environmental database search and review (Rincon Consultants Inc., 2020). An updated database search was conducted in 2026 using the Geotracker database (California State Water Resources Control Board, n.d.). No new sites were added that would affect the project area.

As part of the Site Investigation, soil and water samples were collected and analyzed for metals and organochlorine pesticides. Detected concentrations of lead, arsenic, and pesticides were low and generally consistent with background conditions or below applicable screening thresholds. Although some constituents exceeded conservative screening levels, further evaluation confirmed that soils would be classified as non-hazardous if excavated.

Lead was detected in soil samples at concentrations typical of urban or background conditions. Additional testing (e.g., Soluble Threshold Limit Concentration and Toxicity Characteristic Leaching Procedure) confirmed that soils would not be classified as hazardous waste (Rincon Consultants Inc., 2020). The detected concentrations of STLC lead ranged from 3.1 milligrams per liter (mg/L) to 3.5 mg/L, which is below the STLC threshold of 5.0 mg/L. TCLP lead was detected at concentrations less than 1.0 mg/L. Therefore, the detected lead concentrations in soil would classify as non-hazardous waste if excavated.

Arsenic was detected at concentrations within the range of natural background levels in California soils and would not be classified as hazardous if excavated. Other metals were detected at concentrations below applicable screening thresholds. Organochlorine pesticides were detected at very low concentrations below applicable screening thresholds and would not be classified as hazardous. Water samples collected from Santa Paula Creek did not contain detectable concentrations of metals or pesticides above laboratory reporting limits or applicable screening thresholds (Rincon Consultants Inc., 2020).

Based on the investigation results, soil and water within the project area would be handled as non-hazardous, and no further hazardous materials evaluation is required. No recognized environmental conditions have been identified within the project area.

Ventura County Emergency Operations Plan

The Ventura County Operational Area Emergency Operations Plan (EOP) outlines the County's plan to respond to an emergency. SR-150 and Bridge Road are not designated evacuation routes.

Discussion of Checklist Responses

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction and operation of the project would not involve the use or transport of hazardous materials beyond those used typically used for construction equipment or typical cleaning and landscaping materials. Materials used for construction would be transported to and within the project area for construction activities. Hazardous materials used for typical construction may include

diesel fuel, lubricants, adhesives, cleaning solutions, and chemical toilets. Hazardous materials used during construction would be handled, stored, transported, and disposed of in accordance with applicable federal, state, and local regulations. Measures **AQ-1** through **AQ-9** and **GHG-1** would be implemented to avoid and/or minimize impacts. With implementation of these measures, the project would result in a less than significant impact related to the routine transport, use, or disposal of hazardous materials.

b. Would the project 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?

Less Than Significant Impact. Research and testing conducted in the project area concluded that there were no hazardous materials present. If previously unidentified contamination is encountered during construction, work would be halted in the affected area and appropriate measures would be implemented in accordance with applicable regulations. As discussed in response (a), hazardous materials used for construction of the project would be handled, stored, transported, and disposed of in accordance with applicable regulations. Therefore, the project would result in a less than significant impact related to the release of hazardous materials.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. As discussed in response (b), no hazardous materials were identified in the project area during previous surveys and the likelihood of a hazardous material being released is low. Therefore, the project would result in a less than significant impact related to hazardous emissions.

d. Be located on a site that 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. There are no hazardous materials site within the project area or sites nearby that would impact the project area. Therefore, the project would result in no impact related to hazardous material sites listed in Government Code Section 65962.5.

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. The closest airport to the project area is the Oxnard Airport, approximately six miles away. There are no airports within two miles of the project area; therefore, the project would result in no impact related to excessive noise for people in the project area.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. SR-150 and Bridge Road are not designated as evacuation routes, and construction impacts on these routes would not interfere with the EOP. Furthermore, the existing bridge would remain open to maintain access for local residents and emergency responders. Therefore, the project would result in a less than significant impact on an adopted emergency response plan or

emergency evacuation plan.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less Than Significant Impact. According to the General Plan Safety Element most of the project area is in a Moderate Fire Hazard Zone of state responsibility; the northwest and southwest portions of the project area are in high fire hazard zone (County of Ventura Resource Management Agency Planning Division, 2020). In addition, areas adjacent to the project area are designated State Responsibility Very High Fire Hazard. The presence of construction equipment and fuel sources could temporarily exacerbate fire risk in the project area by generating sparks. Measures **WDF-1** through **WDF-4** would be implemented to avoid and/or minimize impacts. With the implementation of these measures, the project would result in a less than significant impact regarding risk of loss, injury, or death involving wildland fires.

5.10. Hydrology and Water Quality

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 that would: | | | | |
| Result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Regional Hydrology

The project area is in the Santa Paula Creek subwatershed (HUC 180701020901) of the Lower Santa Clara

River watershed (HUC 1807010209) and within the Santa Clara River Valley Groundwater Basin within the Fillmore Subbasin (California Regional Water Quality Control Board, Los Angeles Region, 1994; United States Department of Agriculture, Natural Resources Conservation Service, 2019a) (see **Figure 8**).

A Location Hydraulic Study was performed in 2019 within the project area for a different project (Michael Baker International, 2019b). As described in this report, Santa Paula Creek drains approximately 44.4 square miles and is a major tributary to the Santa Clara River. The headwaters of Santa Paula Creek begin at the south-facing slopes of the Topatopa mountains, and the downstream limit of the watershed is at the confluence with the Santa Clara River.

Surface Waters

Santa Paula Creek

Santa Paula Creek is a perennial creek and is a major tributary to the lower Santa Clara River. Annual flows in Santa Paula Creek vary substantially, with multi-year droughts and seasonal flooding (RBF Consulting and Stillwater Sciences, 2009). Within the project area, Santa Paula Creek consists of a low-flow channel within the active floodplain and low terraces.

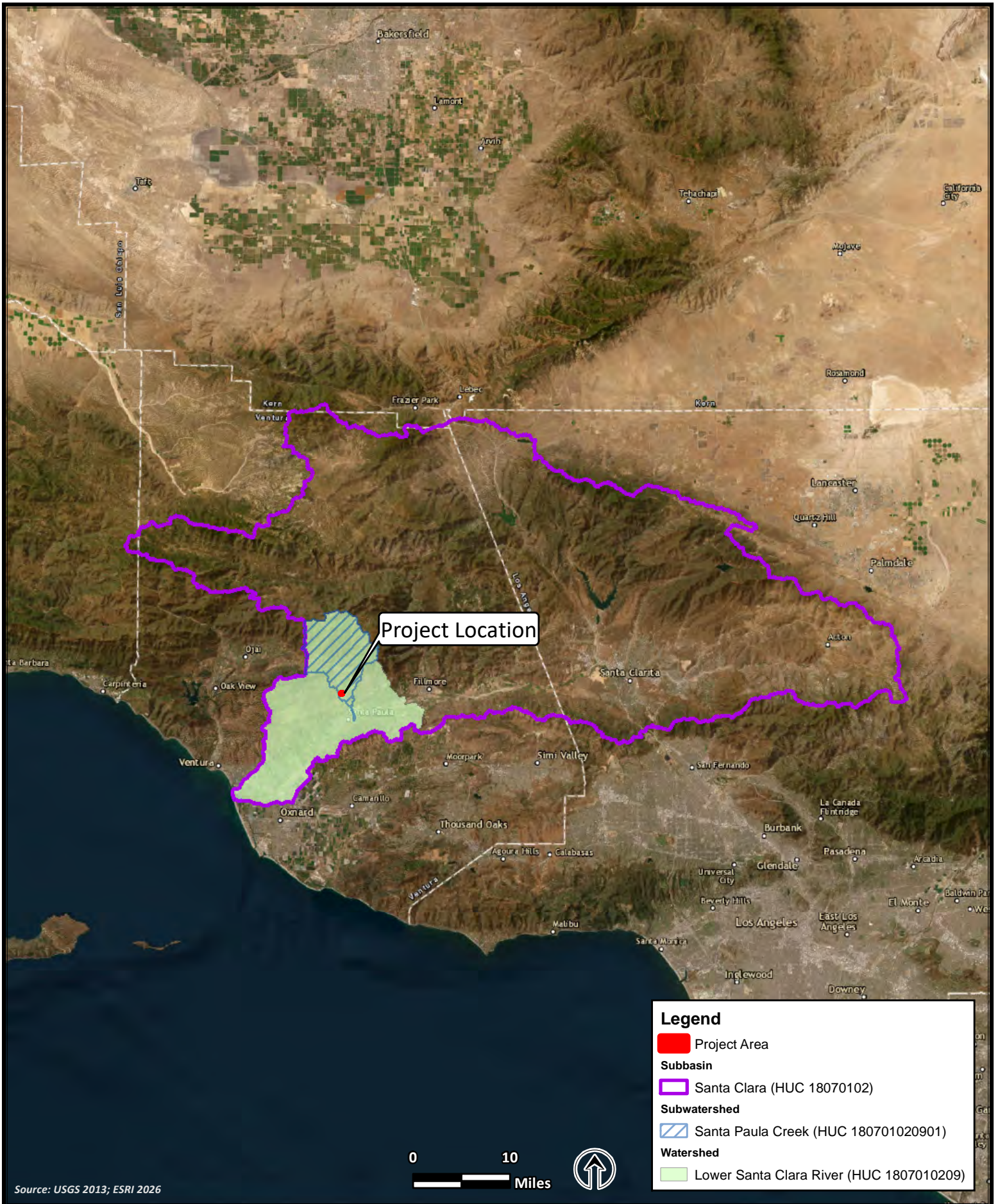
The designated inland surface water beneficial uses for Santa Paula Creek are Municipal and Domestic Supply; Industrial Service Supply; Industrial Process Supply; Agricultural Supply; Ground Water Recharge; Freshwater Replenishment; Warm Freshwater Habitat; Cold Freshwater Habitat; Wildlife Habitat; Rare, Threatened, or Endangered Species; Migration of Aquatic Organisms; and Spawning, Reproduction, and/or Early Development (California Regional Water Quality Control Board, Los Angeles Region, 1994).

Floodplain

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 06111C0614E, the project is within two defined flood zones, Shaded Zone X and Zone AE. Shaded Zone X areas are characterized as the following: areas that have a 0.2 percent annual chance of flood, areas of one percent annual chance of flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from one percent annual chance of flood. Zone AE areas are characterized as areas that have a one percent probability of flooding in any given year, and where predicted flood water elevations have been established (Federal Emergency Management Agency, 2024).

Groundwater

The project area is within the Santa Clara River Valley Groundwater Basin within the Fillmore Subbasin (California Regional Water Quality Control Board, Los Angeles Region, 1994). The Fillmore Subbasin is bounded by impervious rocks of the Topatopa Mountains and the San Cayetano fault to the north, the impervious rocks of Oak Ridge and Oak Ridge fault to the south, and bedrock constrictions to the east and west (California Department of Water Resources, 2006). The Fillmore Subbasin is recharged by percolation of surface flow from the Santa Clara River, Sespe Creek, and minor tributary streams. According to the Location Hydraulic Study, the groundwater depth in the City of Santa Paula varies depending on the specific location within the Fillmore Subbasin. Historically, water levels within the Fillmore Subbasin have fluctuated between 25 and 50 feet (Michael Baker International, 2019b).



General Plan

As outlined in the General Plan Water Resources Element, the following goals and policies would apply to the project (County of Ventura Resource Management Agency Planning Division, 2020):

Goals:

- Inventory and monitor the quantity and quality of Ventura County’s water resources.
- Effectively manage the water resources of Ventura County by adequately planning for the development, conservation, and protection of water resources for present and future generations.
- Maintain and where feasible, restore the chemical, physical, and biological integrity of surface and groundwater resources.
- Protect and, where feasible, enhance watersheds and aquifer recharge areas.
- The County would work with water suppliers, water users, groundwater management agencies, and groundwater sustainability agencies to implement the Sustainable Groundwater Management Act (SGMA) and manage groundwater resources within the sustainable yield of each basin to ensure that County residents, businesses, agriculture, government, and the environment have reliable, high-quality groundwater to serve existing and planned land uses during prolonged drought years.

Policies:

- Discretionary development would comply with all applicable County and state water regulations.
- Discretionary development would not significantly impact the quantity or quality of water resources within watersheds, groundwater recharge areas or groundwater basins.

Los Angeles Regional Water Quality Control Board Basin Plan

Section 13240 of the Porter-Cologne Water Quality Control Act requires each RWQCB to formulate and adopt water quality control plans, or basin plans, for all areas within the region. Water quality in the project area is regulated by the Los Angeles RWQCB through the Water Quality Control Plan (Basin Plan) (California Regional Water Quality Control Board, Los Angeles Region, 1994).

The Basin Plan lists the beneficial uses of surface waters and groundwaters in the region. These uses include and are not limited to domestic, municipal, agricultural, and industrial supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves. The beneficial uses of surface waters and groundwaters in the basin are designated in the water quality control plans.

The Basin Plan also includes water quality objectives, such as objectives to protect inland surface waters and wetlands, which are the limits or levels of water quality constituents or characteristics. These objectives are for the reasonable protection of beneficial uses of water or the prevention of nuisance, such as injurious to health, offensive to the senses, or interfere with the enjoyment of life or property, within a specific area.

Ventura County Watershed Protection District

The Ventura County Watershed Protection District (VCWPD) provides for the control and conservation of flood and stormwaters, and for the protection and maintenance of watercourses, watersheds, and life and property within VCWPD jurisdiction from damage or destruction from storm flows or flooding (Ventura County Public Works, 2024). An encroachment permit is required from the VCWPD for any grading work that would be conducted within a channel under VCWPD jurisdiction.

Discussion of Checklist Responses

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. No construction would be conducted in the creek. Soil disturbance and other construction activities on the creek banks could temporarily increase the potential for release of pollutants that could enter Santa Paula Creek or groundwater. Measures **WQ-1** through **WQ-6** would be implemented to avoid and/or reduce impacts. With implementation of these measures, substantial release of pollutants within Santa Paula Creek or groundwater is not anticipated. Therefore, the project would result in a less than significant impact related to water quality standards or waste discharge requirements.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Construction activities, including grading, could result in temporary changes to site drainage and runoff; however, impacts would be temporary and minor, and would not be expected to substantially affect groundwater supply or recharge. Construction would require minimal temporary water use for dust suppression and would not be expected to require the use of on-site groundwater. During operation, the project would increase impervious surface area by approximately 4,400 square feet, which could reduce surface area absorption and therefore groundwater recharge. However, a large portion of this area would be the bridge over the creek; the area of impervious surfaces over the ground level would be minimal and would not be expected to substantially interfere with groundwater recharge. Operation of the project would not require the use of any water. Measures **WQ-1** and **WQ-2** would be implemented to avoid and/or reduce impacts. With implementation of these measures, the project would result in a less than significant impact on groundwater supplies and recharge.

c. Would the project 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 that would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. The project would not include any direct impacts on Santa Paula Creek. During construction, grading, excavation, and other construction activities could result in increased erosion and/or siltation. Measures **WQ-1** through **WQ-3** and **WQ-6** and **WQ-7** would be implemented to avoid and/or reduce impacts. During operation, the project would result in the addition of 4,400 square

feet of impervious surfaces, which could increase site runoff; however, the project would be designed to accommodate anticipated runoff and existing drainage patterns would remain. With implementation of these measures, the project would result in a less than significant impact related to erosion or siltation on or off site.

- ii. **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**

Less Than Significant Impact. During construction, grading, excavation, and other construction activities could result in a minor amount of surface runoff. Measures **WQ-1** and **WQ-2** would be implemented to avoid and/or reduce impacts. During operation, the project would result in the addition of 4,400 square feet of impervious surfaces, which could increase site runoff; however, the project would be designed to accommodate anticipated runoff and existing drainage patterns would remain. The minor increase in impervious surface is not anticipated to cause substantial flooding on or off site. Therefore, the project would result in a less than significant impact related to surface runoff and flooding.

- 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**

Less Than Significant Impact. See discussion in response (b.ii) above. The project would result in an increase in impervious surface area, which could increase polluted runoff. However, the project would be designed to accommodate runoff from the project area and comply with existing regulations related to water quality. Measures **WQ-1** through **WQ-6** would be implemented to avoid and/or minimize impacts. With implementation of these measures, the project would result in a less than significant impact related to stormwater drainage capacity and polluted runoff.

- iv. **Impede or redirect flood flows?**

No Impact. During construction, there would be no active work conducted within the channel and the project would not impede or redirect flood flows. Therefore, the project would result in no impacts related to flood flows.

- d. **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

No Impact. The project area is approximately 19 miles from the coastline and, therefore, is not subject to inundation by tsunami. The project area is also not near a large inland body of water that could generate a seiche. Therefore, the project would result in no impact related to flood hazard, tsunami, or seiche zones.

- e. **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

Less Than Significant Impact. No construction would be conducted in the creek. Soil disturbance and other construction activities on the creek banks could temporarily increase the potential for release of pollutants that could enter Santa Paula Creek or groundwater. In addition, the project would result in an increase in impervious surface area, which could increase polluted runoff. The project would be designed to accommodate anticipated runoff and existing drainage patterns would remain. Measures **WQ-1**

through **WQ-7** would be implemented to avoid and/or minimize impacts. With implementation of these measures, the project would result in a less than significant impact related to water quality control or sustainable groundwater management plans.

Avoidance and Minimization Measures

In addition to standard BMPs, the following measures would be implemented during construction to avoid or minimize impacts on water quality within Santa Paula Creek during construction:

- WQ-1** Work areas would be reduced to the maximum extent feasible.
- WQ-2** Equipment staging areas and storage areas for vehicles, equipment, materials, fuels, lubricants, solvents, etc. would be restricted to designated areas and would not be located within Santa Paula Creek.
- WQ-3** Erosion Control BMPs (e.g., silt fencing and fiber rolls) would be implemented to minimize dust, dirt, and debris resulting from construction activities entering Santa Paula Creek and to protect the water quality of Santa Paula Creek pursuant to the requirements of the regulatory permits (i.e., CWA Section 404/401 and California Fish and Game Code Section 1602) issued for this project.
- WQ-4** Appropriate hazardous material BMPs (e.g., on-site spill prevention kit) would be implemented to minimize the potential for chemical spills, containment releases, and non-storm water discharge into Santa Paula Creek.
- WQ-5** All equipment refueling, and maintenance would be conducted in the staging area, from a minimum of 50 feet away from Santa Paula Creek. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks and drip pans would be placed under all equipment that is parked and not in operation. Any leaking vehicle or equipment would not be operated in the project area until repaired. All workers would be informed of the importance of preventing spills and the appropriate measures to take should a spill occur.
- WQ-6** Following completion of construction activities, appropriate erosion control measures would be implemented to ensure that soils disturbed by construction are stabilized to minimize non-storm water discharges into Santa Paula Creek.
- WQ-7** Any temporary erosion control implemented during construction would be completed using non-invasive species.

5.11. Land Use and Planning

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Most of the project area is paved roadway and the remaining area is designated as Agricultural (AG). Surrounding land uses are designated as AG to the north and east, Very Low Density Residential (VLDR) and ECU Open Space (ECU OS) to the south, and Open Space (OS) to the west (Ventura County, 2024; Ventura County, n.d). The project area is characterized by the existing bridge, paved roadway, and agricultural fields. Transportation uses in the project area are the existing roadways and existing bridge infrastructure.

General Plan

The General Plan sets forth goals, policies, and programs that the County would implement to manage future growth and land uses within Ventura County. The following Conservation and Open Space Element goals and policies apply to the project (County of Ventura Resource Management Agency Planning Division, 2020).

Policies:

- The County would identify sensitive biological resources as part of any land use designation change to the General Plan Land Use Diagram or zone designation change to the Zoning Ordinance that would intensify the uses in a given area. The County would prioritize conservation of areas with sensitive biological resources.

Discussion of Checklist Responses

a. Would the project divide an Established Community?

Less Than Significant Impact. The project would provide continuous, reliable access between SR-150 and communities east of Santa Paula Creek. The existing bridge would remain open for local access throughout construction and emergency access would be maintained at all times. Temporary traffic control measures, including brief access restrictions, would be used during construction. The existing bridge would be closed following installation of the temporary bridge. The project would not result in the construction of any new barriers that could potentially divide an established community. Therefore, the project would result in a

less than significant impact related to physically dividing an established community.

b. Would the project conflict with Land Use Plans or Policies?

No Impact. The project would not result in a change in land use designations or zoning of the project area or the vicinity. While the project would require temporary easements of approximately 0.02 acre and permanent acquisition of approximately 0.38 acre, the acquisition would be limited to the minimum area necessary for structural safety and roadway alignment and would not reduce the overall viability of agricultural operations, nor would it preclude the continued use of the surrounding land for agricultural use. The project would support the continued safe movement of goods and equipment, including related to the agricultural economy, and would be consistent with the goals of the General Plan. In addition, the project would be consistent with the existing land use designations included in the General Plan. Therefore, the project would result in no impact related to applicable land use plans or policies.

5.12. Mineral Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

General Plan

According to the Background Report for the General Plan, the project area has been classified as an MRZ-3A (County of Ventura, 2020). MRZ-3A is defined as an area containing known mineral deposits that may qualify as mineral resources. The County has directed that the only land protected from incompatible land uses that would inhibit extraction of or access to the available mineral resources are those classified MRZ-2 (or otherwise designated as areas of statewide or regional significance for mineral resources).

Discussion of Checklist Responses

a. Would the project 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. The project area is not in a protection zone for mineral resources and would not inhibit the extraction of known mineral resources of value to the County. Therefore, the project would result in no impact on mineral resource availability.

b. Would the project 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. See discussion in response (a) above.

5.13. Noise

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project result in: | | | | |
| 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 a local general plan or noise ordinance or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The project area is in a rural portion of Ventura County. The nearest sensitive noise receptor is a residential property located approximately 40 feet northwest of the project area. Existing noise sources in the area include vehicle traffic on SR-150 and intermittent residential and agricultural activities. Land uses generally surrounding the project area include Very Low Density Residential and Agricultural (see **Figure 4**).

Local Regulations

The County Board of Supervisors adopted a Noise Ordinance that restricts loud noise from 9 p.m. to 7 a.m. at a distance of 50 feet from the property line of the noise source or 50 feet from any such noise source if the noise source is in a public ROW (County of Ventura, 1996).

Ventura County Construction Noise Thresholds Criteria and Control Plan

Daytime construction hours are defined as 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 7:00 p.m. on Saturday, Sunday, and local holidays. Depending on project duration, the daytime noise limit is the higher of the standard noise threshold or the existing background noise plus three decibels.

Table 6 shows daytime noise thresholds and **Table 7** shows construction noise.

Table 6. Daytime Noise Thresholds

| Construction Duration Affecting Noise-sensitive Receptors | Noise Threshold Criteria would be the greater of these noise levels at the nearest receptor area or 10 feet from the nearest noise-sensitive building | |
|---|---|--|
| | Fixed Leq(h), dBA | Hourly Equivalent Noise Level (Leq[h]), dBA ^{1,2} |
| 0 to 3 days | 75 | Ambient Leq(h) + 3 dB |
| 4 to 7 days | 70 | Ambient Leq(h) + 3 dB |
| 1 to 2 weeks | 65 | Ambient Leq(h) + 3 dB |
| 2 to 8 weeks | 60 | Ambient Leq(h) + 3 dB |
| Longer than 8 weeks | 55 | Ambient Leq(h) + 3 dB |

Source: (County of Ventura, 2010)

Notes: 1. The instantaneous Lmax would not exceed the NTC by 20 dBA more than eight times per daytime hour. 2. Local ambient Leq measurements would be made on any mid-week day prior to project work.

Discussion of Checklist Responses

a. Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Less Than Significant Impact. Surrounding residents would be considered sensitive receptors due to their proximity to the project area, with the nearest residential property approximately 40 feet southeast of the project area. Existing noise sources in the project area include traffic, as well as residential and agricultural activities. Implementation of the project would not result in an increase in traffic or agricultural activity levels, and the temporary bridge would be farther away from sensitive receptors than the existing bridge. Therefore, operational noise would be lower than existing ambient conditions for sensitive receptors.

Construction-related noise would be evaluated in accordance with County daytime construction noise thresholds, which are based on hourly equivalent noise levels (Leq[h]) and vary depending on construction duration (**Table 6**). Construction activities would be short-term and intermittent and would comply with applicable County noise ordinance requirements, including permitted hours of operation. Noise levels from individual construction equipment could reach up to approximately 99 dBA at 50 feet (see **Table 7**). These levels represent maximum short-term peaks in noise levels and are not representative of sustained hourly equivalent noise levels used for comparison with County thresholds.

Measures **NOI-1** through **NOI-5** would be implemented to avoid and/or minimize construction-related noise. With implementation of these measures, the project would result in a less than significant impact on ambient noise levels.

Table 7. Construction Equipment Noise

| Construction Equipment | 50-foot Noise Level (dBA) |
|------------------------|---------------------------|
| Excavator | 87 |
| Water truck | 90 |

Initial Study/Mitigated Negative Declaration

| Construction Equipment | 50-foot Noise Level (dBA) |
|------------------------|---------------------------|
| Front end loader | 79 |
| Dozer | 80 |
| Concrete mixer truck | 89 |
| Rock drill | 83-99 |
| Mobile crane | 83 |
| Roller | 74 |

Source: (Ventura County, 2005)

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Groundborne vibration happens when mechanical energy from equipment or vehicles propagates through soil and rock and is transmitted to nearby structures. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move and creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. Groundborne vibration is measured as peak particle velocity (PPV) in inches per second. The general human response to different levels of ground-borne vibration velocity levels is described below in **Table 8** while ground-borne vibration levels that could induce potential damage to buildings are identified in **Table 9**. Examples of typical construction equipment related to roadway projects and their associated vibration levels are identified in **Table 10**.

Table 8. Human Response to Levels of Groundborne Vibration

| Human Response | Maximum PPV in Inches per Second | |
|------------------------|----------------------------------|--|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Barely Perceptible | 0.035 | 0.01 |
| Distinctly Perceptible | 0.24 | 0.04 |
| Strongly Perceptible | 0.9 | 0.1 |
| Severe | 2 | 0.4 |

Source: (California Department of Transportation, 2013)

Table 9. Groundborne Vibration Damage Potential Criteria

| Structure and Condition | Maximum PPV in Inches per Second | |
|--|----------------------------------|--|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Extremely Fragile Historic Buildings, Ruins, Ancient Monuments | 0.12 | 0.08 |
| Fragile Buildings | 0.2 | 0.1 |
| Historic and Some Old Buildings | 0.5 | 0.25 |
| Older Residential Structures | 0.5 | 0.3 |

| Structure and Condition | Maximum PPV in Inches per Second | |
|--|----------------------------------|--|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| New Residential Structures | 1 | 0.5 |
| Modern Industrial/Commercial Buildings | 2 | 0.5 |

Source: (California Department of Transportation, 2013).

Table 10. Construction Equipment-Related Groundborne Vibration

| Equipment | PPV at 40 feet (inches per second) |
|------------------|------------------------------------|
| Vibratory roller | 0.125 |
| Caisson Drilling | 0.053 |
| Loaded Trucks | 0.045 |

Source: (California Department of Transportation, 2013)

Construction activities would include clearing, grubbing, grading, excavation, backfill, paving, and temporary bridge installation. The nearest residential property is approximately 40 feet to the northwest of the project area. The property is relatively recent construction and is not a fragile or sensitive building type. There are no fragile structures within or near the project area. The groundborne vibration levels for typical construction equipment used could be up to 0.125 PPV at 40 feet (see **Table 10**), which is perceptible to nearby sensitive receptors (see **Table 9**). However, this level of vibration would not damage any structures in the vicinity of the project area (see **Table 8**). Following project completion, groundborne vibration levels would return to existing conditions. Measures **NOI-1** through **NOI-2** would be implemented to avoid and/or minimize impacts related to groundborne vibration. With implementation of these measures, the project would result in a less than significant impact related to groundborne vibration.

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. The project area is not within the vicinity of a private airstrip or within two miles of a public airport or airport land use plan area. The project would not introduce new noise-sensitive land uses. Therefore, the project would result in no impact related to excessive noise exposure of people residing or working in the project area.

Avoidance and Minimization Measures

NOI-1 Use of loud hand-held construction equipment, such as chain saws, heavy-duty construction equipment, and trucks would not be conducted between the hours of 7:00 p.m. and 7:00 a.m., except for dredging, slurring, and associated water, conveyance activities, which would occur 24 hours a day, seven days a week.

NOI-2 Electric motors would be used to the extent feasible for all stationary equipment (i.e., pumps). Stationary equipment would be enclosed to limit impacts on recreational users.

- NOI-3** Hearing protection would be provided to all worksite personnel as needed for construction during general construction activities to meet the requirements of OSHA standards (29 CFR 1910.95, Subpart G) and United States Environmental Protection Agency (U.S. EPA) standards. In the event of complaints by worksite personnel, a Noise Monitoring Program would be implemented as discussed in OSHA 29 CFR 1910.95, Subpart G, Appendix G.
- NOI-4** The County would provide advance notice of the start of construction for the project to all residences within one mile of the main construction area (i.e. Bridge Road Bridge). The announcement would state specifically where and when construction would occur and provide contact information for public questions or comments. The County would serve as the contact person if noise levels during construction become disruptive to local residents. A sign would be posted at the various sites with the contact phone number and include general contact information for public questions or comments.
- NOI-5** In the event of complaints by local residents, the County would monitor noise from construction activity. Noise would be measured at the exterior wall(s) of those residents filing a complaint or a representative location. If construction noise exceeds the specified limits (1-hour Leq of 55 dBA), the construction activity would be halted until appropriate measures are implemented to reduce noise levels to the extent feasible.

5.14. Population and Housing

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| Would the Project: | | | | |
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace a substantial number of existing people or housing units, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

According to the U.S. Census, the 2020 population estimate within Ventura County was approximately 844,000 people (United States Census Bureau, n.d). The existing bridge provides the only access road to approximately 12 properties east of Santa Paula Creek. There are no residences within the project area. The closest residence is 40 feet from the project area.

Discussion of Checklist Responses

a. Would the project induce Population Growth?

No Impact. The project would not include the construction of new homes and businesses. The construction workforce would be drawn from the region and relocation is not expected. The project would not result in the extension of roads or other infrastructure to undeveloped areas. Direct and indirect population growth from construction of the project is not anticipated. Therefore, the project would result in no impact on population growth.

b. Would the project displace Population or Housing?

No Impact. The project would require temporary and permanent easements. However, the TCE and permanent easements would not displace any existing population or housing. The project would not result in the demolition of existing housing that would require the construction of replacement housing. Therefore, the project would result in no impact on housing in the area.

5.15. Public Services

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 following public services: | | | | |
| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The project area is in a rural area of Ventura County. Emergency services that service the project area include:

- Fire Protection:
 - Ventura County Fire Department 20; 12000 Santa Paula Ojai Road, Santa Paula, CA 93060
 - Ventura County Fire Department 26; 536 West Main Street, Santa Paula, CA 93060
- **Police Protection:** Santa Paula Police Department; 431 North 13th Street, Santa Paula, CA 93060

The nearest school is Mupu Elementary School, approximately 0.2 mile south of the project area. The nearest recreational facility is Steckel Park, operated by Ventura County Parks Department, approximately one mile north of the project area.

Discussion of Checklist Responses

- a. **Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 following public services: fire protection, police protection, schools, parks, other public facilities?**

No Impact. The project would not be capacity-increasing or result in regional or community growth. The

project would not result in the need for new or physically altered governmental facilities and services that could lead to additional environmental impacts in the project region. The project would maintain emergency access between SR-150 and communities east of Santa Paula Creek. Following construction, service ratios for fire protection, police protection, schools, parks, and other community services would be consistent with existing ratios and performance. Therefore, the project would result in no impact regarding physical impacts associated with government facilities, service ratios, or public service response times.

5.16. Recreation

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

The nearest County-operated recreational facility to the project area is Dennison Park, approximately 12 miles west of the project area. The nearest recreational facility to the project area is Mills Park, approximately two miles southeast of the project area (City of Santa Paula, n.d).

Discussion of Checklist Responses

a. Increase Use of Existing Parks or Recreational Facilities?

No Impact. There are no parks or existing recreational uses in the project area. Additionally, the project would not include recreational facilities or residential development. Development of the project would not increase the potential number of residents within Santa Paula; therefore, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities in a manner that would result in or accelerate their deterioration. Therefore, the project would result in no impact related to parks or recreational facilities.

b. Creation of New or Altered Recreational Facilities?

No Impact. See discussion in response (a) above.

5.17. Transportation

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project: | | | | |
| a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

Existing Roads

Access to the project area is provided by SR-150 and Bridge Road. Bridge Road connects to SR-150 to the west and provides access to Rafferty Road east of the existing bridge. SR-150 connects U.S. Highway 101 to SR-126 and provides regional access through the project area.

Bicycle Facilities

According to the General Plan, the County maintains approximately 58 miles of bicycle facilities, most of which are located within shared roadway ROW. There are currently no designated bicycle facilities within the project area. However, SR-150 is proposed as a Class III Signed Bicycle Route (Ventura County, 2019b; Ventura County Transportation Commission, 2007).

General Plan

Goals:

- To ensure the design, construction, and maintenance of a safe and efficient roadway system for the movement of persons and goods.

Policies:

- The County would require evaluation of General Plan land use designation changes, zone changes, and discretionary development for their individual (i.e., project-specific) and cumulative transportation impacts based on Vehicle Miles Traveled (VMT) under the CEQA pursuant to the

methodology and thresholds of significance criteria set forth in the County Initial Study Assessment Guidelines. (RDR)

- The County would maintain LOS standards for use as part of the County’s transportation planning including the traffic impact mitigation fee program, and the County’s review and consideration of proposed land use legislation and discretionary development. For purposes of County transportation planning and review and consideration of proposed land use legislation and discretionary development, the County would use the following minimum acceptable LOS for road segment and intersection design standards within the Regional Road Network and all other County-maintained roadways.

Ventura County Emergency Operation Plan

The EOP includes steps for response in the case of an emergency (County of Ventura, 2021). The steps are the following.

- Evacuation of threatened populations to safe areas
- Advising threatened populations of the emergency and apprising them of safety measures to be implemented
- Advising adjacent jurisdictions (Los Angeles and Santa Barbara Operational Areas) of the emergency
- Identifying the need for mutual aid and requesting such through the appropriate, established chain and the California Emergency Management Agency Southern Region
- Proclamation of a Local Emergency by the Sheriff (As Director of Emergency Services), ratified by the County Board of Supervisors (See Management Support Documentation)

Discussion of Checklist Responses

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. The project would install a temporary bridge adjacent to the existing bridge. The project would not modify roadway alignments, intersection configurations, bicycle facilities, pedestrian facilities, or transit routes. Access for local traffic would be maintained throughout construction. Therefore, the project would not conflict with the General Plan or local circulation plans, policies, or ordinances addressing roadway, bicycle, pedestrian, or transit facilities, and the project would have no impact.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. The project would not increase roadway capacity or induce additional vehicle travel as the existing bridge would be closed upon construction of the temporary bridge. Furthermore, the temporary bridge would be similar in scale and accommodate similar traffic. Therefore, the project would not result in a measurable increase in vehicle miles traveled (VMT) and would not conflict with CEQA Guidelines Section 15064.3.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The project would install a temporary bridge adjacent to the existing Bridge Road bridge. The temporary bridge would be designed in accordance with applicable engineering standards and would not introduce hazardous curves, unsafe sight distances, or incompatible roadway uses. Therefore, the project would not increase transportation hazards, and the project would have no impact related to hazards due to geometric design features or incompatible uses.

d. Result in inadequate emergency access?

No Impact. Bridge Road is part of the County's EOP; however, the roadway is not a designated evacuation route. During the 3-month construction period, it is anticipated that the existing Bridge Road bridge would remain open to through traffic to maintain continuous access for local residents until temporary bridge construction is completed. Therefore, the project would result in no impact on emergency access.

5.18. Tribal Cultural Resources

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| 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: | | | | |
| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American Tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

Cultural and Archeological Resources

A records search was conducted in 2016 at the South Central Coastal Information Center at California State University, Fullerton was conducted within the project area for a different project. The search indicated that there are seven previous investigations within a 0.5-mile radius of the search area, four of which cover all or portions of the area. The records search identified two (previously recorded prehistoric cultural sites within a 0.5-mile radius, but outside of, the study area. In addition, a search of the Native American Heritage Commission (NAHC) sacred lands file indicates that there are no known Native American cultural resources identified within or near the project area (Duke Cultural Resources Management, 2021).

Assembly Bill 52 Consultation

In accordance with Assembly Bill 52 (AB 52), consultation letters were sent on January 27, 2026 to 12 contacts representing five California Native American tribes, requesting input regarding sensitive Native American cultural resources within the project area. In response to these notifications, the County

conducted consultation with two tribes that requested consultation. The following requests were made by the tribes:

- The Santa Ynez Band of Chumash Indians requested that tribal monitor be present during grubbing, tree removal, and any below ground drainage improvements.
- The Barbareño/Ventureño Band of Mission Indians requested that the environmental document for the project include provisions that if cultural resources are encountered during construction, the tribe would be notified.

Discussion of Checklist Items

- a. **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 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)?**

Less Than Significant Impact. The project area has been subject to previous ground disturbance associated with construction of the existing bridge, utility installations, roadway paving, and agricultural activities, which reduces the likelihood of encountering subsurface tribal cultural resources. There are no known Native American cultural resources identified within or near the project area. However, construction of the project would include ground disturbing activities that could unearth previously unidentified tribal cultural resources. Tribal cultural resources could include, but are not limited to, Native American human remains, funerary objects, items or artifacts, sites, features, places, landscapes, or objects with cultural values to California Native American tribes. Measures **CUL-1** through **CUL-4** would be implemented to avoid and/or reduce impacts. With implementation of these measures, potential impacts to unknown tribal cultural resources would be avoided and/or minimized. Therefore, the project would result in a less than significant impact on tribal cultural resources.

- c. **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 listed in Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American Tribe.**

Less Than Significant Impact. See discussion in response (a) above.

Avoidance, Minimization, and/or Mitigation Measures

- CUL-3** As requested by Santa Ynez Band of Chumash Indians, a Native American monitor would be retained during grubbing, tree removal, and any below ground drainage improvements.

CUL-4 As requested by the Barbareño/Ventureño Band of Mission Indians, if cultural resources are encountered during construction, the tribe would be notified.

5.19. Utilities and Service Systems

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the Project: | | | | |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Setting

General Plan

The 2040 General Plan outlines the following goal related to solid and hazardous waste:

- PFS-5: To maximize recycling, reuse, and composting of solid waste and ensure the safe handling and disposal of the remaining solid and hazardous waste.

Discussion of Checklist Responses

a. Would the project 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. The project would not require the relocation or construction of new or expanded utility

infrastructure, including water, wastewater, stormwater drainage, electric power, natural gas, or telecommunications facilities. Therefore, the project would result in no impact on utilities.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Project construction would require the use of a minimal amount of water for dust control, compacting material for the road base, and subgrade. Operation of the project would not require the use of any water. Therefore, the project would result in a less than significant impact related to water supplies available to serve the project and reasonably foreseeable future development.

c. Would the project 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. The project would not generate wastewater requiring treatment. Therefore, the project would result in no impact on wastewater treatment capacity.

d. Would the project 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?

Less Than Significant Impact. Construction waste and debris would generate a limited amount of solid waste. This waste would be transported and disposed of at licensed disposal or recycling facilities in accordance with applicable federal, state, and local regulations. Operation of the project would not generate solid waste. Therefore, the project would not generate solid waste in excess of state or local standards or exceed the capacity of local solid waste infrastructure. Therefore, the project would result in a less than significant impact on solid waste generation.

e. Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

No Impact. The disposal of solid waste during construction would be short-term, and would be conducted in compliance with federal, state, and local statutes and regulations related to solid waste. Project operation would not result in the long-term generation or disposal of solid waste. Therefore, the project would result in no impact on management and regulations related to solid waste.

5.20. Wildfire

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a. Substantially impair and adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

General Plan

As outlined in the Hazards and Safety Element of the General Plan, the following safety goals and policies are relevant to the project (County of Ventura Resource Management Agency Planning Division, 2020).

Goals:

- To improve the resilience of the County to wildfire risk by locating, designing, and constructing development in a manner that minimizes the risk, and by providing effective fire prevention, suppression, and rescue services and facilities.

Policies:

- The County would assemble an interagency team as needed to maintain response plans and coordinate the management of resources following wildfire events.

Ventura County Operational Area EOP

The Ventura County Operational Area EOP outlines the County’s plan to respond to an emergency. There are no designated evacuation routes.

Discussion of Checklist Responses

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. SR-150 and Bridge Road Bridge are not designated evacuation routes. The project would maintain continuous access for local residents during construction until the temporary bridge is operational. Therefore, the project would result in no impact on an adopted emergency plan or emergency evacuation plan.

d. 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?

Less Than Significant Impact. Most of the project area is within a Moderate Fire Hazard Severity Zone within a State Responsibility Area. Small portions of the northwest and southwest corners of the project area are mapped as High Fire Hazard Severity Zones, and adjacent areas are designated as Very High Fire Hazard Severity Zones. Construction equipment and fuel sources could temporarily increase fire risk in the project area by generating sparks. Measures **WDF-1** through **WDF-4** would be implemented to avoid and/or minimize impacts. With implementation of **WDF-1** through **WDF-4**, the project would result in a less than significant impact related to wildfire risk and smoke exposure.

e. Would the project 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. The project would not require the installation or maintenance of any associated infrastructure such as roads, fuel breaks, emergency water sources, power lines, or utilities. Therefore, the project would result in no impact related to exacerbation of fire risk or impacts on the environment.

f. Would the project 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?

Less Than Significant Impact. The project would install a temporary bridge adjacent to the existing bridge and would not substantially alter drainage patterns or slope stability in the project area. The project would not place new habitable structures in wildfire-prone areas. Therefore, the project would not expose people or structures to significant risks from post-fire flooding, landslides, or slope instability, and the project would have a less than significant impact.

Avoidance, Minimization, and/or Mitigation Measures

WDF-1 A Construction Fire Prevention Plan would be prepared and approved by the Ventura County Fire Protection District. The Construction Fire Prevention Plan would implement fire safety measures during construction activities in compliance with applicable subsections of Chapter 33 of the 2019 California Fire Code, the National Fire Protection Association Standard 51B, and Section 4442 of the California PRC.

Initial Study/Mitigated Negative Declaration

- WDF-2** Hot work would cease during Red Flag Warning periods declared by the National Weather Service.
- WDF-3** In the event of a fire on the project area, all construction activities would immediately stop, the construction crew would immediately use the onsite fire extinguishers and the water truck to extinguish the fire, dial 911.
- WDF-4** Contractor would comply with the fire protection provisions contained in Caltrans Standard Specifications No. 7-1.02(m).

5.21. Mandatory Findings of Significance

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion of Checklist Responses

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. As described in *Section 5, Biological Resources*, implementation of measures **BIO-1** through **BIO-30** would reduce impacts to a less than significant level. In addition, as described in *Section 5.5 Cultural Resources* and *Section 5.17 Tribal Cultural Resources* impacts on cultural and tribal cultural resources would be less than significant. Therefore, the project would result in less than significant impact on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California history or prehistory.

- b. 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.)

Less Than Significant with Mitigation Incorporated. The evaluation of the project would not result in any significant impacts with the implementation of measures mentioned in *Section 5 Biological Resources* that would reduce impacts to less than significant. No potentially significant impacts were identified for any of the other topic areas. Therefore, with implementation of measures **BIO-1** through **BIO-30**, the project’s contribution to cumulative impacts would be less than cumulatively considerable.

The only project within two miles of the project area is a pending request for lot line adjustment between four parcels (permit number PL21-0041). This project is 1.1 miles southwest of the project area (County of Ventura Resource Management Agency Planning Division, 2026).

- c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. The Initial Study analysis shows that the project would not have environmental effects causing substantial adverse effects on human beings, directly or indirectly. Impacts associated with air quality, biological resources, cultural and tribal cultural resources, greenhouse gases, and wildfire would all be less than significant level with implementation of measures **AQ-1** through **AQ-9**; **CUL-1** through **CUL-4**; **GEO-1** and **GEO-2**; **GHG-1**; **WQ-1** through **WQ-7**; **NOI-1** through **NOI-5**; and **WDF-1** through **WDF-4**. Therefore, the project would result in a less than significant impact with mitigation incorporated on human beings, either directly or indirectly.

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Attachment A: California Emissions Estimator Model

Bridge Road Temporary Bridge Detailed Report

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8.1. Justifications

1. Basic Project Information

1.1. Basic Project Information

| Data Field | Value |
|-----------------------------|--|
| Project Name | Bridge Road Temporary Bridge |
| Construction Start Date | 6/1/2027 |
| Lead Agency | Ventura County |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.70000 |
| Precipitation (days) | 7.20000 |
| Location | 34.38975636265875, -119.07223401445934 |
| County | Ventura |
| City | Unincorporated |
| Air District | Ventura County APCD |
| Air Basin | South Central Coast |
| TAZ | 3408 |
| EDFZ | 8 |
| Electric Utility | Southern California Edison |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.39 |

1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|------------------------------|----------|------|-------------|-----------------------|------------------------|--------------------------------|------------|------------------------------|
| Bridge/Overpass Construction | 1.000000 | Mile | 0.50000 | 0.00000 | — | — | — | Bridge Road Temporary Bridge |

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|----------|----------|---------|---------|---------|----------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 4.93136 | 4.15585 | 30.6045 | 46.4295 | 0.11787 | 1.25684 | 1.80008 | 3.05692 | 1.15612 | 0.28761 | 1.44373 | — | 13,476.8 | 13,476.8 | 0.52667 | 0.13549 | 2.54568 | 13,532.9 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.78269 | 0.66147 | 5.69800 | 9.91132 | 0.01266 | 0.21475 | 0.26142 | 0.47617 | 0.19757 | 0.06128 | 0.25885 | — | 1,604.86 | 1,604.86 | 0.05911 | 0.02094 | 0.02310 | 1,612.60 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.64678 | 0.54464 | 4.09153 | 6.25793 | 0.01394 | 0.16978 | 0.31744 | 0.48723 | 0.15619 | 0.04815 | 0.20434 | — | 1,602.15 | 1,602.15 | 0.06235 | 0.01733 | 0.16475 | 1,609.04 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 0.11804 | 0.09940 | 0.74670 | 1.14207 | 0.00254 | 0.03099 | 0.05793 | 0.08892 | 0.02850 | 0.00879 | 0.03729 | — | 265.254 | 265.254 | 0.01032 | 0.00287 | 0.02728 | 266.395 |

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
|------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|

| | | | | | | | | | | | | | | | | | | |
|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|----------|----------|---------|---------|---------|----------|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 4.93136 | 4.15585 | 30.6045 | 46.4295 | 0.11787 | 1.25684 | 1.80008 | 3.05692 | 1.15612 | 0.28761 | 1.44373 | — | 13,476.8 | 13,476.8 | 0.52667 | 0.13549 | 2.54568 | 13,532.9 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.78269 | 0.66147 | 5.69800 | 9.91132 | 0.01266 | 0.21475 | 0.26142 | 0.47617 | 0.19757 | 0.06128 | 0.25885 | — | 1,604.86 | 1,604.86 | 0.05911 | 0.02094 | 0.02310 | 1,612.60 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.64678 | 0.54464 | 4.09153 | 6.25793 | 0.01394 | 0.16978 | 0.31744 | 0.48723 | 0.15619 | 0.04815 | 0.20434 | — | 1,602.15 | 1,602.15 | 0.06235 | 0.01733 | 0.16475 | 1,609.04 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.11804 | 0.09940 | 0.74670 | 1.14207 | 0.00254 | 0.03099 | 0.05793 | 0.08892 | 0.02850 | 0.00879 | 0.03729 | — | 265.254 | 265.254 | 0.01032 | 0.00287 | 0.02728 | 266.395 |

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|----------|----------|---------|---------|---------|----------|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 4.68650 | 3.93796 | 30.3398 | 43.3945 | 0.11756 | 1.25625 | 1.06960 | 2.32585 | 1.15575 | 0.11589 | 1.27163 | — | 12,726.4 | 12,726.4 | 0.51624 | 0.10325 | 0.00000 | 12,770.0 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.69473 | 0.58342 | 5.60915 | 8.92012 | 0.01266 | 0.21475 | 0.00000 | 0.21475 | 0.19757 | 0.00000 | 0.19757 | — | 1,357.30 | 1,357.30 | 0.05506 | 0.01101 | 0.00000 | 1,361.96 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.61059 | 0.51270 | 4.04590 | 5.84786 | 0.01389 | 0.16968 | 0.20870 | 0.37838 | 0.15610 | 0.02258 | 0.17868 | — | 1,492.69 | 1,492.69 | 0.06055 | 0.01211 | 0.00000 | 1,497.81 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.11143 | 0.09357 | 0.73838 | 1.06723 | 0.00253 | 0.03097 | 0.03809 | 0.06905 | 0.02849 | 0.00412 | 0.03261 | — | 247.132 | 247.132 | 0.01002 | 0.00200 | 0.00000 | 247.980 |

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|---------|---------|---------|---------|---------|---------|
| Daily - Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.24487 | 0.21789 | 0.26471 | 3.03498 | 0.00030 | 0.00060 | 0.73047 | 0.73107 | 0.00054 | 0.17172 | 0.17209 | — | 750.396 | 750.396 | 0.01043 | 0.03224 | 2.54568 | 762.811 |
| Daily - Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.08796 | 0.07804 | 0.08885 | 0.99120 | 0.00000 | 0.00000 | 0.26142 | 0.26142 | 0.00000 | 0.06128 | 0.06128 | — | 247.553 | 247.553 | 0.00405 | 0.00993 | 0.02310 | 250.637 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.03619 | 0.03195 | 0.04563 | 0.41008 | 0.00005 | 0.00010 | 0.10874 | 0.10885 | 0.00008 | 0.02557 | 0.02566 | — | 109.463 | 109.463 | 0.00180 | 0.00522 | 0.16475 | 111.227 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 2027 | 0.00660 | 0.00583 | 0.00833 | 0.07484 | 0.00001 | 0.00002 | 0.01985 | 0.01986 | 0.00002 | 0.00467 | 0.00468 | — | 18.1228 | 18.1228 | 0.00030 | 0.00086 | 0.02728 | 18.4150 |

3. Construction Emissions Details

3.1. Linear, Grubbing & Land Clearing (2027)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|---------|---------|---------|---------|---------|---------|-------|---------|---------|--------|---------|------|---------|---------|---------|---------|---|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.50946 | 0.42808 | 3.80861 | 4.46942 | 0.00584 | 0.18470 | — | 0.18470 | 0.16993 | — | 0.16993 | — | 632.486 | 632.486 | 0.02566 | 0.00513 | — | 634.656 |

| | | | | | | | | | | | | | | | | | | |
|-----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|---------|---------|---------|---------|---------|---------|
| Dust From Material Movement | — | — | — | — | — | — | 0.53025 | 0.53025 | — | 0.05725 | 0.05725 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01256 | 0.01056 | 0.09391 | 0.11020 | 0.00014 | 0.00455 | — | 0.00455 | 0.00419 | — | 0.00419 | — | 15.5955 | 15.5955 | 0.00063 | 0.00013 | — | 15.6491 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01307 | 0.01307 | — | 0.00141 | 0.00141 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00229 | 0.00193 | 0.01714 | 0.02011 | 0.00003 | 0.00083 | — | 0.00083 | 0.00076 | — | 0.00076 | — | 2.58202 | 2.58202 | 0.00010 | 0.00002 | — | 2.59088 |
| Dust From Material Movement | — | — | — | — | — | — | 0.00239 | 0.00239 | — | 0.00026 | 0.00026 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|----------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
|----------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|

| | | | | | | | | | | | | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|---------|---------|---------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.05525 | 0.04933 | 0.04905 | 0.68646 | 0.00000 | 0.00000 | 0.16339 | 0.16339 | 0.00000 | 0.03830 | 0.03830 | — | 160.962 | 160.962 | 0.00220 | 0.00592 | 0.55772 | 163.341 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00135 | 0.00120 | 0.00136 | 0.01532 | 0.00000 | 0.00000 | 0.00401 | 0.00401 | 0.00000 | 0.00094 | 0.00094 | — | 3.82119 | 3.82119 | 0.00006 | 0.00015 | 0.00593 | 3.87421 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00025 | 0.00022 | 0.00025 | 0.00280 | 0.00000 | 0.00000 | 0.00073 | 0.00073 | 0.00000 | 0.00017 | 0.00017 | — | 0.63264 | 0.63264 | 0.00001 | 0.00003 | 0.00098 | 0.64142 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

3.2. Linear, Grading & Excavation (2027)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|---------|---------|---------|---------|---------|---------|-------|---------|---------|--------|---------|------|----------|----------|---------|---------|---|----------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 4.68650 | 3.93796 | 30.3398 | 43.3945 | 0.11756 | 1.25625 | — | 1.25625 | 1.15575 | — | 1.15575 | — | 12,726.4 | 12,726.4 | 0.51624 | 0.10325 | — | 12,770.0 |

| | | | | | | | | | | | | | | | | | | |
|-----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|----------|----------|---------|---------|---------|----------|
| Dust From Material Movement | — | — | — | — | — | — | 1.06055 | 1.06055 | — | 0.11452 | 0.11452 | — | — | — | — | — | — | — |
| Demolition | — | — | — | — | — | — | 0.00905 | 0.00905 | — | 0.00137 | 0.00137 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.46223 | 0.38840 | 2.99242 | 4.28000 | 0.01160 | 0.12390 | — | 0.12390 | 0.11399 | — | 0.11399 | — | 1,255.20 | 1,255.20 | 0.05092 | 0.01018 | — | 1,259.51 |
| Dust From Material Movement | — | — | — | — | — | — | 0.10460 | 0.10460 | — | 0.01129 | 0.01129 | — | — | — | — | — | — | — |
| Demolition | — | — | — | — | — | — | 0.00089 | 0.00089 | — | 0.00014 | 0.00014 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.08436 | 0.07088 | 0.54612 | 0.78110 | 0.00212 | 0.02261 | — | 0.02261 | 0.02080 | — | 0.02080 | — | 207.813 | 207.813 | 0.00843 | 0.00169 | — | 208.526 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01909 | 0.01909 | — | 0.00206 | 0.00206 | — | — | — | — | — | — | — |
| Demolition | — | — | — | — | — | — | 0.00016 | 0.00016 | — | 0.00002 | 0.00002 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | |
|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|---------|---------|---------|---------|---------|---------|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|---------|---------|---------|---------|---------|---------|

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|---------|------------|---------|---------|------------|------------|---------|---------|------------|---------|---------|------|---------|---------|------------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.24311 | 0.21705 | 0.21583 | 3.02044 | 0.00000 | 0.00000 | 0.71890 | 0.71890 | 0.00000 | 0.16851 | 0.16851 | — | 708.234 | 708.234 | 0.00970 | 0.02607 | 2.45395 | 718.699 |
| Vendor | 0.00129 | 0.00067 | 0.03481 | 0.01096 | 0.00022 | 0.00045 | 0.00856 | 0.00901 | 0.00022 | 0.00236 | 0.00259 | — | 29.7159 | 29.7159 | 0.00038 | 0.00443 | 0.06914 | 31.1138 |
| Hauling | 0.00046 | 0.00018 | 0.01406 | 0.00358 | 0.00008 | 0.00015 | 0.00302 | 0.00316 | 0.00015 | 0.00085 | 0.00099 | — | 11.0585 | 11.0585 | 0.00027 | 0.00173 | 0.02259 | 11.6046 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.02374 | 0.02105 | 0.02386 | 0.26962 | 0.00000 | 0.00000 | 0.07058 | 0.07058 | 0.00000 | 0.01654 | 0.01654 | — | 67.2530 | 67.2530 | 0.00108 | 0.00269 | 0.10441 | 68.1861 |
| Vendor | 0.00013 | 0.00006 | 0.00356 | 0.00110 | 0.00002 | 0.00004 | 0.00084 | 0.00088 | 0.00002 | 0.00023 | 0.00025 | — | 2.93145 | 2.93145 | 0.00004 | 0.00044 | 0.00295 | 3.06545 |
| Hauling | 0.00004 | 0.00002 | 0.00144 | 0.00036 | 0.00001 | 0.00001 | 0.00030 | 0.00031 | 0.00001 | 0.00008 | 0.00010 | — | 1.09085 | 1.09085 | 0.00003 | 0.00017 | 0.00096 | 1.14344 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00433 | 0.00384 | 0.00435 | 0.04921 | 0.00000 | 0.00000 | 0.01288 | 0.01288 | 0.00000 | 0.00302 | 0.00302 | — | 11.1345 | 11.1345 | 0.00018 | 0.00045 | 0.01729 | 11.2890 |
| Vendor | 0.00002 | 0.00001 | 0.00065 | 0.00020 | < 0.000005 | 0.00001 | 0.00015 | 0.00016 | < 0.000005 | 0.00004 | 0.00005 | — | 0.48534 | 0.48534 | 0.00001 | 0.00007 | 0.00049 | 0.50752 |
| Hauling | 0.00001 | < 0.000005 | 0.00026 | 0.00006 | < 0.000005 | < 0.000005 | 0.00005 | 0.00006 | < 0.000005 | 0.00002 | 0.00002 | — | 0.18060 | 0.18060 | < 0.000005 | 0.00003 | 0.00016 | 0.18931 |

3.3. Linear, Drainage, Utilities, & Sub-Grade (2027)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|----------|----------|---------|---------|---------|----------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 1.28514 | 1.07570 | 8.76501 | 13.1342 | 0.01961 | 0.38835 | — | 0.38835 | 0.35728 | — | 0.35728 | — | 1,999.59 | 1,999.59 | 0.08111 | 0.01622 | — | 2,006.45 |
| Dust From Material Movement | — | — | — | — | — | — | 1.06120 | 1.06120 | — | 0.11461 | 0.11461 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.10915 | 0.09136 | 0.74443 | 1.11551 | 0.00167 | 0.03298 | — | 0.03298 | 0.03034 | — | 0.03034 | — | 169.828 | 169.828 | 0.00689 | 0.00138 | — | 170.411 |
| Dust From Material Movement | — | — | — | — | — | — | 0.09013 | 0.09013 | — | 0.00973 | 0.00973 | — | — | — | — | — | — | — |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.01992 | 0.01667 | 0.13586 | 0.20358 | 0.00030 | 0.00602 | — | 0.00602 | 0.00554 | — | 0.00554 | — | 28.1170 | 28.1170 | 0.00114 | 0.00023 | — | 28.2135 |
| Dust From Material Movement | — | — | — | — | — | — | 0.01645 | 0.01645 | — | 0.00178 | 0.00178 | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | | |
|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|---------|---------|---------|---------|---------|---------|
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|---------|---------|---------|---------|---------|---------|

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|---------|---------|---------|---------|------------|---------|---------|---------|---------|---------|---------|------|---------|---------|---------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.08841 | 0.07893 | 0.07848 | 1.09834 | 0.00000 | 0.00000 | 0.26142 | 0.26142 | 0.00000 | 0.06128 | 0.06128 | — | 257.540 | 257.540 | 0.00353 | 0.00948 | 0.89235 | 261.345 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00169 | 0.00066 | 0.05171 | 0.01315 | 0.00028 | 0.00054 | 0.01109 | 0.01163 | 0.00054 | 0.00311 | 0.00365 | — | 40.6667 | 40.6667 | 0.00099 | 0.00638 | 0.08309 | 42.6750 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00743 | 0.00659 | 0.00747 | 0.08443 | 0.00000 | 0.00000 | 0.02210 | 0.02210 | 0.00000 | 0.00518 | 0.00518 | — | 21.0590 | 21.0590 | 0.00034 | 0.00084 | 0.03269 | 21.3512 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00014 | 0.00006 | 0.00457 | 0.00112 | 0.00002 | 0.00005 | 0.00094 | 0.00098 | 0.00005 | 0.00026 | 0.00031 | — | 3.45434 | 3.45434 | 0.00008 | 0.00054 | 0.00305 | 3.62091 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00136 | 0.00120 | 0.00136 | 0.01541 | 0.00000 | 0.00000 | 0.00403 | 0.00403 | 0.00000 | 0.00095 | 0.00095 | — | 3.48656 | 3.48656 | 0.00006 | 0.00014 | 0.00541 | 3.53494 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00003 | 0.00001 | 0.00083 | 0.00021 | < 0.000005 | 0.00001 | 0.00017 | 0.00018 | 0.00001 | 0.00005 | 0.00006 | — | 0.57191 | 0.57191 | 0.00001 | 0.00009 | 0.00050 | 0.59948 |

3.4. Linear, Paving (2027)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|----------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
|----------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|

| | | | | | | | | | | | | | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|----------|----------|---------|---------|---------|----------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.69473 | 0.58342 | 5.60915 | 8.92012 | 0.01266 | 0.21475 | — | 0.21475 | 0.19757 | — | 0.19757 | — | 1,357.30 | 1,357.30 | 0.05506 | 0.01101 | — | 1,361.96 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.69473 | 0.58342 | 5.60915 | 8.92012 | 0.01266 | 0.21475 | — | 0.21475 | 0.19757 | — | 0.19757 | — | 1,357.30 | 1,357.30 | 0.05506 | 0.01101 | — | 1,361.96 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.02665 | 0.02238 | 0.21515 | 0.34214 | 0.00049 | 0.00824 | — | 0.00824 | 0.00758 | — | 0.00758 | — | 52.0610 | 52.0610 | 0.00211 | 0.00042 | — | 52.2397 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Off-Road Equipment | 0.00486 | 0.00408 | 0.03926 | 0.06244 | 0.00009 | 0.00150 | — | 0.00150 | 0.00138 | — | 0.00138 | — | 8.61929 | 8.61929 | 0.00035 | 0.00007 | — | 8.64887 |
| Onsite truck | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|---------|---------|---------|---------|---------|---------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.08841 | 0.07893 | 0.07848 | 1.09834 | 0.00000 | 0.00000 | 0.26142 | 0.26142 | 0.00000 | 0.06128 | 0.06128 | — | 257.540 | 257.540 | 0.00353 | 0.00948 | 0.89235 | 261.345 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.08796 | 0.07804 | 0.08885 | 0.99120 | 0.00000 | 0.00000 | 0.26142 | 0.26142 | 0.00000 | 0.06128 | 0.06128 | — | 246.165 | 246.165 | 0.00397 | 0.00992 | 0.02310 | 249.244 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00336 | 0.00298 | 0.00337 | 0.03813 | 0.00000 | 0.00000 | 0.00998 | 0.00998 | 0.00000 | 0.00234 | 0.00234 | — | 9.51052 | 9.51052 | 0.00015 | 0.00038 | 0.01476 | 9.64248 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Worker | 0.00061 | 0.00054 | 0.00062 | 0.00696 | 0.00000 | 0.00000 | 0.00182 | 0.00182 | 0.00000 | 0.00043 | 0.00043 | — | 1.57457 | 1.57457 | 0.00003 | 0.00006 | 0.00244 | 1.59642 |
| Vendor | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |
| Hauling | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | — | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 | 0.00000 |

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
|------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|

| | | | | | | | | | | | | | | | | | | |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

5. Activity Data

5.1. Construction Schedule

| Phase Name | Phase Type | Start Date | End Date | Days Per Week | Work Days per Phase | Phase Description |
|--|--|------------|-----------|---------------|---------------------|-------------------|
| Linear, Grubbing & Land Clearing | Linear, Grubbing & Land Clearing | 6/1/2027 | 6/13/2027 | 5.00000 | 9.00000 | — |
| Linear, Grading & Excavation | Linear, Grading & Excavation | 6/14/2027 | 8/3/2027 | 5.00000 | 36.0000 | — |
| Linear, Drainage, Utilities, & Sub-Grade | Linear, Drainage, Utilities, & Sub-Grade | 8/4/2027 | 9/16/2027 | 5.00000 | 31.0000 | — |
| Linear, Paving | Linear, Paving | 9/17/2027 | 10/6/2027 | 5.00000 | 14.0000 | — |

5.2. Off-Road Equipment

5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|----------------------------------|----------------------|-----------|-------------|----------------|---------------|------------|-------------|
| Linear, Grubbing & Land Clearing | Crawler Tractors | Diesel | Average | 1.000000 | 8.00000 | 87.0000 | 0.43000 |
| Linear, Grubbing & Land Clearing | Excavators | Diesel | Average | 2.00000 | 8.00000 | 36.0000 | 0.38000 |
| Linear, Grubbing & Land Clearing | Signal Boards | Electric | Average | 2.00000 | 8.00000 | 6.00000 | 0.82000 |
| Linear, Grading & Excavation | Cranes | Diesel | Average | 1.000000 | 8.00000 | 367.000 | 0.29000 |
| Linear, Grading & Excavation | Crawler Tractors | Diesel | Average | 2.00000 | 8.00000 | 87.0000 | 0.43000 |
| Linear, Grading & Excavation | Excavators | Diesel | Average | 4.00000 | 8.00000 | 36.0000 | 0.38000 |
| Linear, Grading & Excavation | Rollers | Diesel | Average | 3.00000 | 8.00000 | 36.0000 | 0.38000 |
| Linear, Grading & Excavation | Rubber Tired Loaders | Diesel | Average | 3.00000 | 8.00000 | 150.000 | 0.36000 |

| | | | | | | | |
|--|----------------------------|----------|---------|----------|---------|----------|---------|
| Linear, Grading & Excavation | Bore/Drill Rigs | Diesel | Average | 4.00000 | 8.00000 | 423.000 | 0.48000 |
| Linear, Grading & Excavation | Signal Boards | Electric | Average | 2.00000 | 8.00000 | 6.00000 | 0.82000 |
| Linear, Grading & Excavation | Tractors/Loaders/Back hoes | Diesel | Average | 2.00000 | 8.00000 | 84.0000 | 0.37000 |
| Linear, Grading & Excavation | Off-Highway Trucks | Diesel | Average | 1.000000 | 3.00000 | 376.000 | 0.38000 |
| Linear, Drainage, Utilities, & Sub-Grade | Air Compressors | Diesel | Average | 1.000000 | 8.00000 | 37.0000 | 0.48000 |
| Linear, Drainage, Utilities, & Sub-Grade | Generator Sets | Diesel | Average | 1.000000 | 8.00000 | 14.0000 | 0.74000 |
| Linear, Drainage, Utilities, & Sub-Grade | Graders | Diesel | Average | 2.00000 | 8.00000 | 148.000 | 0.41000 |
| Linear, Drainage, Utilities, & Sub-Grade | Signal Boards | Electric | Average | 2.00000 | 8.00000 | 6.00000 | 0.82000 |
| Linear, Drainage, Utilities, & Sub-Grade | Tractors/Loaders/Back hoes | Diesel | Average | 2.00000 | 8.00000 | 84.0000 | 0.37000 |
| Linear, Paving | Pavers | Diesel | Average | 1.000000 | 8.00000 | 81.0000 | 0.42000 |
| Linear, Paving | Paving Equipment | Diesel | Average | 1.000000 | 8.00000 | 89.0000 | 0.36000 |
| Linear, Paving | Rollers | Diesel | Average | 1.000000 | 8.00000 | 36.0000 | 0.38000 |
| Linear, Paving | Signal Boards | Electric | Average | 2.00000 | 8.00000 | 6.00000 | 0.82000 |
| Linear, Paving | Tractors/Loaders/Back hoes | Diesel | Average | 2.00000 | 8.00000 | 84.0000 | 0.37000 |
| Linear, Paving | Cement and Mortar Mixers | Diesel | Average | 1.000000 | 3.00000 | 10.00000 | 0.56000 |

5.3. Construction Vehicles

5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix |
|----------------------------------|-----------|-----------------------|----------------|---------------|
| Linear, Grubbing & Land Clearing | Worker | 12.5000 | 18.5000 | LDA,LDT1,LDT2 |

| | | | | |
|--|--------------|----------|---------|---------------|
| Linear, Grubbing & Land Clearing | Vendor | 0.00000 | 10.2000 | HHDT,MHDT |
| Linear, Grubbing & Land Clearing | Hauling | 0.00000 | 20.0000 | HHDT |
| Linear, Grubbing & Land Clearing | Onsite truck | — | — | HHDT |
| Linear, Grading & Excavation | Worker | 55.0000 | 18.5000 | LDA,LDT1,LDT2 |
| Linear, Grading & Excavation | Vendor | 1.000000 | 10.2000 | HHDT,MHDT |
| Linear, Grading & Excavation | Hauling | 0.16667 | 20.0000 | HHDT |
| Linear, Grading & Excavation | Onsite truck | — | — | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Worker | 20.0000 | 18.5000 | LDA,LDT1,LDT2 |
| Linear, Drainage, Utilities, & Sub-Grade | Vendor | 0.00000 | 10.2000 | HHDT,MHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Hauling | 0.61290 | 20.0000 | HHDT |
| Linear, Drainage, Utilities, & Sub-Grade | Onsite truck | — | — | HHDT |
| Linear, Paving | Worker | 20.0000 | 18.5000 | LDA,LDT1,LDT2 |
| Linear, Paving | Vendor | 0.00000 | 10.2000 | HHDT,MHDT |
| Linear, Paving | Hauling | 0.00000 | 20.0000 | HHDT |
| Linear, Paving | Onsite truck | — | — | HHDT |

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (Ton of Debris) | Material Exported (Ton of Debris) | Acres Graded (acres) | Material Demolished (Ton of Debris) | Acres Paved (acres) |
|--|-----------------------------------|-----------------------------------|----------------------|-------------------------------------|---------------------|
| Linear, Grubbing & Land Clearing | — | — | 0.50000 | 0.00000 | 0.00000 |
| Linear, Grading & Excavation | — | 15.0000 | 0.50000 | 15.0000 | 0.00000 |
| Linear, Drainage, Utilities, & Sub-Grade | 185.000 | — | 0.50000 | 0.00000 | 0.00000 |

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4 | N2O |
|------|--------------|---------|---------|---------|
| 2027 | 234.806 | 531.983 | 0.03300 | 0.00400 |

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|--------------------|---------------|-------------|
|--------------------|---------------|-------------|

5.18.2. Sequestration

5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|-----------|--------|------------------------------|------------------------------|
|-----------|--------|------------------------------|------------------------------|

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|------------------------------|-----------------------------|--|
| Temperature and Extreme Heat | 16.6100 | annual days of extreme heat |
| Extreme Precipitation | 8.90000 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 45.4900 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 2 | 0 | 0 | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 0 | 0 | N/A |

| | | | | |
|-------------------------|-----|-----|-----|-----|
| Wildfire | 1 | 0 | 0 | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 0 | 0 | 0 | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 2 | 1 | 1 | 3 |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | 1 | 1 | 1 | 2 |
| Wildfire | 1 | 1 | 1 | 2 |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | 1 | 1 | 1 | 2 |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---------------------------------|---------------------------------|
| Exposure Indicators | — |
| AQ-Ozone | 59.9004 |
| AQ-PM | 17.0380 |
| AQ-DPM | 10.2178 |
| Drinking Water | 32.6215 |
| Lead Risk Housing | 79.8866 |
| Pesticides | 68.2069 |
| Toxic Releases | 14.0160 |
| Traffic | 14.5625 |
| Effect Indicators | — |
| CleanUp Sites | 58.1747 |
| Groundwater | 2.72290 |
| Haz Waste Facilities/Generators | 74.7320 |
| Impaired Water Bodies | 58.6938 |
| Solid Waste | 22.9553 |
| Sensitive Population | — |
| Asthma | 49.4267 |
| Cardio-vascular | 57.3779 |
| Low Birth Weights | 19.7844 |
| Socioeconomic Factor Indicators | — |
| Education | 83.8016 |
| Housing | 4.51204 |
| Linguistic | 73.3658 |
| Poverty | 70.3392 |
| Unemployment | 69.9766 |

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|--|---------------------------------|
| Economic | — |
| Above Poverty | 41.94790196 |
| Employed | 67.22699859 |
| Median HI | 47.19620172 |
| Education | — |
| Bachelor's or higher | 29.0645451 |
| High school enrollment | 100 |
| Preschool enrollment | 19.04273066 |
| Transportation | — |
| Auto Access | 51.48209932 |
| Active commuting | 34.87745413 |
| Social | — |
| 2-parent households | 88.68215065 |
| Voting | 56.61491082 |
| Neighborhood | — |
| Alcohol availability | 40.36956243 |
| Park access | 43.55190556 |
| Retail density | 6.377518286 |
| Supermarket access | 2.399589375 |
| Tree canopy | 50.1347363 |
| Housing | — |
| Homeownership | 63.13358142 |
| Housing habitability | 42.15321442 |
| Low-inc homeowner severe housing cost burden | 73.38637239 |
| Low-inc renter severe housing cost burden | 61.46541768 |

| | |
|---------------------------------------|-------------|
| Uncrowded housing | 9.174900552 |
| Health Outcomes | — |
| Insured adults | 30.92518927 |
| Arthritis | 0.0 |
| Asthma ER Admissions | 54.4 |
| High Blood Pressure | 0.0 |
| Cancer (excluding skin) | 0.0 |
| Asthma | 0.0 |
| Coronary Heart Disease | 0.0 |
| Chronic Obstructive Pulmonary Disease | 0.0 |
| Diagnosed Diabetes | 0.0 |
| Life Expectancy at Birth | 59.8 |
| Cognitively Disabled | 36.6 |
| Physically Disabled | 47.8 |
| Heart Attack ER Admissions | 44.1 |
| Mental Health Not Good | 0.0 |
| Chronic Kidney Disease | 0.0 |
| Obesity | 0.0 |
| Pedestrian Injuries | 75.4 |
| Physical Health Not Good | 0.0 |
| Stroke | 0.0 |
| Health Risk Behaviors | — |
| Binge Drinking | 0.0 |
| Current Smoker | 0.0 |
| No Leisure Time for Physical Activity | 0.0 |
| Climate Change Exposures | — |
| Wildfire Risk | 2.5 |
| SLR Inundation Area | 0.0 |

| | |
|----------------------------------|------|
| Children | 51.6 |
| Elderly | 62.6 |
| English Speaking | 26.5 |
| Foreign-born | 58.4 |
| Outdoor Workers | 1.9 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 75.7 |
| Traffic Density | 8.1 |
| Traffic Access | 23.0 |
| Other Indices | — |
| Hardship | 78.7 |
| Other Decision Support | — |
| 2016 Voting | 61.8 |

7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a) | 50.0000 |
| Healthy Places Index Score for Project Location (b) | 47.0000 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | No |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

| Screen | Justification |
|----------------------------------|---|
| Construction: Off-Road Equipment | Matched to construction equipment list. |
| Construction: Demolition | 15 tons of debris would be excavated and hauled off site. |