Summary

Effective July 1, 2007, Caltrans has been assigned environmental review and consultation responsibilities under the National Environmental Policy Act pursuant to 23 U.S. Code 327.

Overview of Project Area

The project area for the Union Valley Parkway extension portion of the project includes a total of approximately 56.0 acres. The roadway extension portion of the project would extend east to west along a line approximately 1.6 miles in length. A portion of the project area (approximately 29.3 acres) would fall under the jurisdiction of the City of Santa Maria while a somewhat smaller portion (approximately 26.7 acres) would lie within the community of Orcutt, which is under the jurisdiction of Santa Barbara County.

The Union Valley Parkway/State Route 101 interchange portion of the project is located on State Route 101 in the community of Orcutt, just south of the City of Santa Maria in Santa Barbara County. It is about 7.5 miles south of the Santa Maria River (which separates Santa Barbara and San Luis Obispo counties). The interchange portion of the project runs from post miles 83.10 to 83.90 for a distance of about 0.8 mile on State Route 101.

Purpose and Need

The purpose of the Union Valley Parkway extension/interchange is to provide a major arterial for the movement of people and goods through the Santa Maria-Orcutt area. Development envisioned in the City of Santa Maria General Plan, the Santa Maria Research Park Specific Plan, the Richards Specific Plan, and the Orcutt Community Plan will generate traffic demands on the area's circulation network and will require a transportation infrastructure capable of safely and efficiently accommodating those traffic demands. The existing Union Valley Parkway is considered inadequate to serve anticipated future traffic needs. This report suggests that construction of the proposed Union Valley Parkway extension/interchange will be necessary to achieve and maintain desired circulation levels of service and the alleviation of traffic congestion in the Santa Maria-Orcutt area.

The accident rates at the northbound off-ramp and southbound on-ramp intersections at the Clark Avenue interchange and at the northbound and southbound off-ramp and southbound on-ramp intersections at the Santa Maria Way interchange are substantially higher than similar ramp intersections elsewhere in the state. Placing the

proposed Union Valley Parkway interchange and freeway ramps between these two interchanges will decrease traffic volumes, and subsequently the congestion at those locations, with a corresponding anticipated reduction in the number of accidents.

Proposed Action

Union Valley Parkway is currently a two-lane road with right-of-way for an additional two lanes from Hummel Drive east to within 600 feet of State Route 101. The California Department of Transportation (Caltrans), in coordination with the City of Santa Maria and the County of Santa Barbara, proposes to extend Union Valley Parkway west from Hummel Drive to Blosser Road (refer to Figures 1 and 2; note that all figures in this document are contained in Appendix F) and to construct an interchange at Union Valley Parkway/State Route 101. At full buildout, the Union Valley Parkway extension portion of the project would consist of four lanes with traffic signals at each intersection. Bikeways, sidewalks, and a multi-purpose trail would be provided along the extension. Orcutt Road would also be realigned at the Union Valley Parkway extension to provide appropriate intersection spacing. The Union Valley Parkway extension/interchange project is one of many roadway improvements identified within both the City and County circulation elements, and is included in the 2004 Federal Transportation Improvement Program. The Federal Transportation Improvement Program identifies all transportation projects in Santa Barbara County to be funded under Title 23, U.S. Code of Federal Regulations, or the Federal Transit Act. The Federal Transportation Improvement Program includes transportation-related projects that require federal funding or other approval action by the Federal Highway Administration or the Federal Transit Administration. The inclusion of the Union Valley Parkway Extension and Interchange portions of the project in the 2004 Federal Transportation Improvement Program for Santa Barbara County conforms to and is included in the County Regional Transportation Plan.

It should be noted that the City is considering an amendment to its Circulation Element to end Union Valley Parkway at Blosser Road. The amendment would be approved in tandem with the project. With the implementation of this Circulation Element amendment, future extension of Union Valley Parkway to the west of Blosser Road would not be planned by the City.

Description of Project Alternatives

Alternatives addressed in this document include the “Locally Preferred Alignment,” “Curved Alignment” Alternative, “Foster Road Alignment” Alternative, “Reduced Extension” Alternative, and “No-Action” Alternative.

All of these alternatives, with the exception of the No-Action Alternative, include construction of the Union Valley Parkway/State Route 101 interchange, in one of three potential configurations [refer to Figures 7(A-C) in Appendix F]. Each of these alternatives would extend Union Valley Parkway about 590 feet east to State Route 101 and construct an overcrossing to carry the parkway over the freeway. The overcrossing would be a three-lane concrete bridge consisting of one westbound and one eastbound 12-foot lane, one 12-foot left-turn lane, two eight-foot Class II bike lanes/shoulders and a 6.5-foot sidewalk on the eastbound (south) side. In the future, when Union Valley Parkway and the bridge are widened, sidewalks would be constructed on the north side of the bridge. The Union Valley Parkway/State Route 101 southbound ramps intersection would have a free-flow lane for the State Route 101 southbound off-ramp to Union Valley Parkway westbound movement. The southbound and northbound ramps would be provided with necessary provisions for future traffic signals. The Union Valley Parkway/Boardwalk Lane intersection would be configured for right turns only (inbound and outbound). The overcrossing would be constructed to accommodate widening State Route 101 from four to six lanes in the future without modifications to the structure.

The three potential interchange configurations are as follows:

Interchange Design Variation 1

This interchange design variation proposes a spread diamond interchange with a bridge 228 feet in length (see Figure 7A). It would accommodate a future northbound loop on-ramp from eastbound Union Valley Parkway. The proposed bridge would be constructed at a 90-degree angle to State Route 101. The distance between the Santa Maria interchange and the proposed interchange is 0.9 mile. A bigger right-of-way take for a drainage basin east of Route 101 is required to accommodate the excess runoff from the west side of Route 101.

The spread diamond interchange allows more vehicles to line up to make left turns on the overcrossing. Also, its flexible design would easily allow any future construction of loop ramps that would be required to accommodate future development on the east side of the interchange site.

Interchange Design Variation 2

This design variation proposes a modified spread diamond interchange with a bridge approximately 265.8 feet in length (see Figure 7B). It provides room for a future northbound slip ramp from eastbound Union Valley Parkway. The proposed bridge

would be constructed at a 60.75-degree angle to State Route 101. This angle would also align with existing property lines on the east side of the interchange. A bigger right-of-way acquisition for a drainage basin at the northeast quadrant is required to accommodate the excess runoff from the west side of Route 101.

Interchange Design Variation 3

This design variation proposes a modified spread diamond interchange with the northbound on-ramp being a loop ramp (see Figure 7C). The bridge length for this alternative would be 228 feet. The proposed bridge would be constructed at a 90-degree angle to State Route 101. A bigger right-of-way acquisition for a drainage basin at the southeast quadrant of State Route 101 is required to accommodate the excess runoff from the west side of State Route 101.

The amount of ground disturbance and the associated environmental effects are essentially the same for each of the three potential interchange configurations.

All of the build alternatives, with the exception of the Reduced Extension Alternative, which would not extend Union Valley Parkway west of State Route 135, would also include implementation of the Union Valley Parkway Landscaping Transportation Enhancement component, which would landscape the alignment between Foxenwood Lane and California Boulevard.

Build Alternatives

Locally Preferred Alignment, Alternative 1

The Locally Preferred Alignment, Alternative 1, would initially extend Union Valley Parkway with two through lanes, with right-of-way reserved for four through lanes, between Hummel Drive and Blosser Road. Proposed improvements would include the construction of an interchange at State Route 101, and at-grade intersections with traffic signals at State Route 135, Orcutt Road, Foxenwood Lane, and Hummel Drive. The road would include provisions for a Class II bikeway and a multipurpose trail. In addition, a portion of Orcutt Road would be realigned and connect with Union Valley Parkway. An 8-foot-high masonry soundwall would be installed north of the rear lot lines of 19 Foxenwood Subdivision homes on Clubhouse Drive, between California Boulevard and Foxenwood Lane.

This alternative has been selected by the City of Santa Maria because it would satisfy identified needs, including capacity improvements, and implement the roadway extension planned in the City of Santa Maria General Plan, Orcutt Community Plan, and Santa Maria Airport Business Park Specific Plan.

Curved Alignment, Alternative 2

The Curved Alignment, Alternative 2, follows the same alignment as the Locally Preferred Alignment between Hummel Drive and a point west of California Boulevard. This alignment differs from the Locally Preferred Alignment in that it ”curves” north from this point to Blosser Road rather than continuing in a “straight” line, as does the Locally Preferred Alignment. The Curved Alignment Alternative presents an alternative alignment for the proposed roadway that was formulated after receiving public testimony and input from traffic experts. As a result, this alternative alignment intersects Blosser Road approximately 328 feet further north than the Locally Preferred Alignment. This alternative would also include the Union Valley Parkway Landscaping Transportation Enhancement component, which would landscape the alignment between Foxenwood Lane and California Boulevard. An 8-foot-high masonry soundwall would be installed north of the rear lot lines of 19 Foxenwood Subdivision homes on Clubhouse Drive, between California Boulevard and Foxenwood Lane.

Foster Road Alignment, Alternative 3

The Foster Road Alignment, Alternative 3, presents an alternative alignment for the proposed roadway that was also formulated after receiving public testimony and input from traffic experts. Between Blosser Road and California Boulevard, this alternative alignment follows the same alignment as Foster Road. From California Boulevard, the Foster Road Alternative runs diagonally (southeast) to State Route 135, with an extension that forks northeast toward the intersection of Foster Road and State Route 135. However, this alternative would include a General Plan Amendment to extend Union Valley Parkway along a different alignment than is currently planned in the Circulation Element. This alternative would also include the Union Valley Parkway Landscaping Transportation Enhancement component, which would landscape the alignment between Foxenwood Lane and California Boulevard. Additionally, this alternative would require amendments to the Santa Maria Research Park Specific Plan street system due to realignment.

Reduced Extension, Alternative 4

The Reduced Extension, Alternative 4, presents an alternative Union Valley Parkway extension length for the proposed roadway that was formulated after receiving public testimony and input from traffic experts. This alternative follows the same alignment as the Locally Preferred Alignment between Hummel Drive and State Route 135. This alternative differs from the Locally Preferred Alignment in that the roadway extension terminates at State Route 135 rather than continuing west to Blosser Road. Under this alternative, the realignment of Orcutt Road and implementation of an at-

grade intersection with a traffic signal at State Route 135, would be similar to the Locally Preferred Alignment. However, the Union Valley Parkway/State Route 135 intersection would be a "T" intersection that would not include a westerly connection to Foxenwood Lane. This alternative would not include the Union Valley Parkway Landscaping Transportation Enhancement component. However, this alternative would include a General Plan Amendment to terminate Union Valley Parkway at State Route 135, rather than extend it to Highway 1 as currently planned in the Circulation Element.

No-Action Alternative

Under the "No-Action" Alternative 5, neither the Union Valley Parkway extension component nor the interchange component of the Locally Preferred Alignment or other build alternatives would be implemented, and the project area would remain vacant and generally undeveloped.

Identification of a Preferred Alternative

The City and Caltrans have selected the Locally-Preferred Alternative as the preferred alternative and have made a final determination of the project's effect on the environment. The Locally-Preferred Alternative would best satisfy the purpose and need for the project, would provide greater beneficial impacts related to relief of existing and future traffic congestion, and associated air contaminant emissions, and would reduce environmental impacts related to aesthetics, and growth inducement compared to other alternatives.

Joint California Environmental Quality Act/National Environmental Policy Act Document

The project is subject to federal, as well as local and state environmental review requirements because the City of Santa Maria in coordination with the County of Santa Barbara proposes the use of federal funds from the Federal Highway Administration and/or the project requires an approval action from the Federal Highway Administration. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act. The City of Santa Maria is the project proponent and the lead agency under the California Environmental Quality Act. The Federal Highway Administration's responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

Some impacts determined to be significant under the California Environmental Quality Act may not lead to a determination of significance under the National Environmental Policy Act. Because the National Environmental Policy Act is concerned with the significance of the project as a whole, it is quite often the case that a "lower level" document is prepared for the National Environmental Policy Act. One of the most commonly seen joint document types is an Environmental Impact Report/Environmental Assessment.

Following receipt of public comments on the Draft Environmental Impact Report/Environmental Assessment and circulation of the Final Environmental Impact Report/Environmental Assessment, the lead agencies will take actions regarding the environmental document. The City of Santa Maria in coordination with the County of Santa Barbara has determined to certify the Environmental Impact Report and issue Findings and a Statement of Overriding Considerations and Caltrans has decided to issue a Finding of No Significant Impact.

Environmental Consequences

As required by Section 15126.6 of the California Environmental Quality Act Guidelines, 40 Code of Federal Regulations 1508.9(b), and the Federal Highway Administration and Caltrans guidelines, this Draft Environmental Impact Report/Environmental Assessment examines a range of reasonable alternatives that could feasibly achieve similar objectives. The alternatives are analyzed at an equal level of detail within Chapter 2, as required under the National Environmental Policy Act. Impacts specific to each alternative are identified and the relative magnitude of impacts between the different alternatives are analyzed.

Impacts categorized as significant and that cannot be avoided or substantially lessened through mitigation require a statement of overriding considerations to be issued per Section 15093 of the California Environmental Quality Act Guidelines if the project is approved. In addition, significant impacts that can be feasibly mitigated to less than significant levels require findings to be made under Section 15091 of the California Environmental Quality Act Guidelines, for project approval. Less than significant impacts, beneficial impacts, and issues with no impact are also identified.

Many avoidance and minimization measures were incorporated into the project design to reduce the level of impact to resources found within the project area. Best management practices have also been incorporated into the project design to

minimize impacts and to expedite the permit process. Mitigation would offset substantial impacts to sensitive resources that would result from the project.

a. Categories With No Impact

As discussed in Chapter 2, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and Mitigation Measures, the build alternatives were determined not to affect or involve the following:

- Hydrology and Floodplain
- Paleontology

b. Categories With Impacts

The Locally Preferred Alignment, Curved Alignment, and Foster Road Alignment would result in beneficial impacts related to improvements in traffic circulation, associated improvements in air contaminant emissions, improved emergency access, and consistency with local and regional transportation and air quality plans that identify the project as a planned improvement. These alignment alternatives would result in physical impacts related to noise exposure, disturbance of sensitive habitats and species, and alteration of public views. The Foster Road Alignment would result in additional major impacts related to direct local circulation, site access, existing and planned site use, facility layout, parking, clearances, and setback conflicts with existing and recently constructed land uses. While the Reduced Extension Alternative would reduce impacts related to physical disturbance, including the elimination of impacts on California tiger salamander and California red-legged frogs, since it would not extend west of State Route 135, it would not fully implement planned roadway improvements, and would therefore result in fewer beneficial impacts related to traffic circulation, air quality, emergency access, and plan consistency. The No-Action Alternative would not result in physical impacts, but would result in long-term impacts related to traffic circulation and plan consistency.

Table ES-1 summarizes potential impacts and required mitigation of the build alternatives. These issues and impacts are analyzed in detail in Chapter 2 - Affected Environment, Environmental Consequences, and Avoidance, Minimization, and Mitigation Measures and Chapter 3 – California Environmental Quality Act Evaluation.

Table ES-1 Summary of Major Potential Impacts from Alternatives

POTENTIAL IMPACT		Alternative 1 Locally Preferred	Alternative 2 Curved	Alternative 3 Foster	Alternative 4 Reduced	Alternative 5 No-Action
Land Use	**Consistency with the City General Plan**	Consistent with land use and circulation guidelines and regional programs.	Consistent with land use and circulation guidelines and regional programs.	Inconsistent with local and regional land use planning applicable to the Union Valley Parkway extension/ interchange project,	Inconsistent with local and regional land use planning applicable to the Union Valley Parkway extension/ interchange project,	Inconsistent with local and regional land use planning applicable to the Union Valley Parkway extension/ interchange project,
	Consistency with the County General Plan	Consistent with land use and circulation guidelines and regional programs.	Consistent with land use and circulation guidelines and regional programs.	Inconsistent with County circulation planning applicable to the Union Valley Parkway extension/ interchange project.	Inconsistent with County circulation planning applicable to the Union Valley Parkway extension/ interchange project.	Inconsistent with County circulation planning applicable to the Union Valley Parkway extension/ interchange project.
	Short-term and long-term land use compatibility	Short- and long-term land use compatibility conflicts with adjacent agricultural, residential, and institutional uses.	Short- and long-term land use compatibility conflicts with adjacent agricultural, residential, and institutional uses.	Major direct local circulation, site access, existing and planned site use, facility layout, parking, clearances, and setback conflicts with existing and recently constructed land uses	Short- and long-term land use compatibility conflicts with adjacent residential uses east of State Route 135. Displacement of potential land use compatibility impacts to areas adjacent to other roadways.	Displacement of potential land use compatibility impacts to areas adjacent to other roadways.
Growth		Inducement of minor economic growth and removal of existing obstacles to growth.	Inducement of minor economic growth and removal of existing obstacles to growth.	Inducement of minor economic growth and removal of existing obstacles to growth.	Inducement of minor economic growth and removal of existing obstacles to growth.	The No-Action Alternative would not meet future planned growth goals for the City and County.
Farmlands/Timberlands		The interchange portion of the project would convert areas in agricultural production.	The interchange portion of the project would convert areas in agricultural production.	The interchange portion of the project would convert areas in agricultural production.	The interchange portion of the project would convert areas in agricultural production.	Since no disturbance would occur, no agricultural resource impacts would result.
Community Character and Cohesion		The Union Valley Parkway extension portion of the project would be located north of the Foxenwood Estates residential subdivision, but would not cross or divide this subdivision or physically separate it from any adjacent subdivisions.	The Union Valley Parkway extension portion of the project would be located north of the Foxenwood Estates residential subdivision, but would not cross or divide this subdivision or physically separate it from any adjacent subdivisions.	The Union Valley Parkway extension portion of the project would be located north of the Foxenwood Estates residential subdivision, but would not cross or divide this subdivision or physically separate it from any adjacent subdivisions.	The Union Valley Parkway extension portion of this alignment would be located east of the Foxenwood Estates residential subdivision, and would not cross or divide this subdivision or physically separate it from any adjacent subdivisions.	Since no disturbance would occur, no community character or cohesion impacts would result.

Table ES-1 Summary of Major Potential Impacts from Alternatives

POTENTIAL IMPACT		Alternative 1 Locally Preferred	Alternative 2 Curved	Alternative 3 Foster	Alternative 4 Reduced	Alternative 5 No-Action
Relocations	**Businesses**	None	None	Requires relocation of existing businesses, food bank, animal shelter, County Agricultural building, and County Public Works building.	None	None
	Homes	None	None	None	None	None
Environmental Justice		No minority or low-income populations were identified within the project limits.	No minority or low-income populations were identified within the project limits.	No minority or low-income populations were identified within the project limits.	No minority or low-income populations were identified within the project limits.	Since no disturbance would occur, no environmental justice impacts would occur.
Utilities/Emergency Services		Utility demand would be accommodated by existing available City and County supplies and infrastructure. Project would result in improved traffic circulation, and associated benefits related to emergency services access.	Utility demand would be accommodated by existing available City and County supplies and infrastructure. Project would result in improved traffic circulation, and associated benefits related to emergency services access.	Utility demand would be accommodated by existing available City and County supplies and infrastructure. Project would result in improved traffic circulation, and associated benefits related to emergency services access.	This alternative would result in fewer improvements. Congestion and LOS would continue to deteriorate, potentially delaying emergency vehicles.	This alternative would result in no improvements. Congestion and LOS would continue to deteriorate, potentially delaying emergency vehicles.
Traffic and Transportation/ Pedestrian and Bicycle Facilities		Roadway and intersection operations would meet or exceed the City and County Level of Service standards.	Roadway and intersection operations would meet or exceed the City and County Level of Service standards.	The widening of Foster Road and capacity improvements at the Foster Road/State Route 135 intersection, as well as street system modifications within the Santa Maria Research Park Specific Plan area would be required.	The widening of Foster Road and capacity improvements at the Foster Road/State Route 135 intersection would be required.	The widening of Foster Road and Lakeview Road, and capacity improvements at the State Route (SR) 101/Santa Maria Way interchange and the State Route 101/Clark Avenue interchange, as well as the Foster Road/SR 135, Lakeview Road/SR 135, and Lakeview Road/Bradley Road intersections, would be required.

Table ES-1 Summary of Major Potential Impacts from Alternatives

POTENTIAL IMPACT	Alternative 1 Locally Preferred	Alternative 2 Curved	Alternative 3 Foster	Alternative 4 Reduced	Alternative 5 No-Action
Visual/Aesthetics	Alteration of public views of the project area through the removal of existing vegetation, and introduction of pavement, soundwalls, and other improvements, and light and glare.	Alteration of public views of the project area through the removal of existing vegetation, and introduction of pavement, soundwalls, and other improvements, and light and glare.	Alteration of public views of the project area through the removal of existing vegetation, and introduction of pavement, soundwalls, and other improvements, and light and glare.	Alteration of public views of the project area through the removal of existing vegetation, and introduction of pavement, soundwalls, and other improvements, and light and glare.	No impact.
Cultural Resources	No significant archaeological resources have been identified in the archaeological Area of Potential Effect. The project would have either no effect or no adverse effect on three properties in the architectural Area of Potential Effect that, for the purposes of this project, are assumed to be eligible for listing in the National Register of Historic Places.	No significant archaeological resources have been identified in the archaeological Area of Potential Effect. The project would have either no effect or no adverse effect on three properties in the architectural Area of Potential Effect that, for the purposes of this project, are assumed to be eligible for listing in the National Register of Historic Places.	No significant archaeological resources have been identified in the archaeological Area of Potential Effect. The project would have either no effect or no adverse effect on three properties in the architectural Area of Potential Effect that, for the purposes of this project, are assumed to be eligible for listing in the National Register of Historic Places.	No significant archaeological resources have been identified in the archaeological Area of Potential Effect. The project would have either no effect or no adverse effect on three properties in the architectural Area of Potential Effect that, for the purposes of this project, are assumed to be eligible for listing in the National Register of Historic Places.	Since no disturbance would occur, no archaeological resource impacts would result.
Hydrology and Floodplain	The project area is not located within the 100-year flood zone.	The project area is not located within the 100-year flood zone.	The project area is not located within the 100-year flood zone.	The project area is not located within the 100-year flood zone.	The project area is not located within the 100-year flood zone.
Water Quality and Storm Water Runoff	Reduction in the quality of surface water flowing to drainage channels, subsurface aquifers, and thus, stream use.	Reduction in the quality of surface water flowing to drainage channels, subsurface aquifers, and thus, stream use.	Reduction in the quality of surface water flowing to drainage channels, subsurface aquifers, and thus, stream use.	Reduction in the quality of surface water flowing to drainage channels, subsurface aquifers, and thus, stream use.	Since no disturbance would occur, no storm water runoff impacts would result
Geology/Soils/Seismic/ Topography	This alternative would be designed in compliance with modern seismic safety standards. No impact.	This alternative would be designed in compliance with modern seismic safety standards. No impact.	This alternative would be designed in compliance with modern seismic safety standards. No impact.	This alternative would be designed in compliance with modern seismic safety standards. No impact.	This alternative would be designed in compliance with modern seismic safety standards. No impact.

Table ES-1 Summary of Major Potential Impacts from Alternatives

POTENTIAL IMPACT	Alternative 1 Locally Preferred	Alternative 2 Curved	Alternative 3 Foster	Alternative 4 Reduced	Alternative 5 No-Action
Paleontology	The project area is entirely underlain by Quaternary Dune Sand, which has no potential to contain paleontological resources.	The project area is entirely underlain by Quaternary Dune Sand, which has no potential to contain paleontological resources.	The project area is entirely underlain by Quaternary Dune Sand, which has no potential to contain paleontological resources.	The project area is entirely underlain by Quaternary Dune Sand, which has no potential to contain paleontological resources.	Since no disturbance would occur, no impacts related to paleontological resources would result.
Hazardous Waste/Materials	Potential exposure of people to a sand-tar mixture and tank bottoms within the project area during construction.	Potential exposure of people to a sand-tar mixture and tank bottoms within the project area during construction.	Potential exposure of people to a sand-tar mixture and tank bottoms within the project area during construction.	Potential exposure of people to a sand-tar mixture and tank bottoms within the project area during construction.	Since no disturbance would occur, no impacts related to exposure to hazardous materials would result.
Air Quality	Temporary dust and ozone precursor emissions from grading activities and the use of heavy-duty construction vehicles. Consistent with the adopted transportation plans, 2007 Clean Air Plan, and programs for the region, and therefore conforms to the requirements of the Clean Air Act Amendments of 1990.	Temporary dust and ozone precursor emissions from grading activities and the use of heavy-duty construction vehicles. Consistent with the adopted transportation plans, 2007 Clean Air Plan, and programs for the region, and therefore conforms to the requirements of the Clean Air Act Amendments of 1990.	Temporary dust and ozone precursor emissions from grading activities and the use of heavy-duty construction vehicles. Consistent with the adopted transportation plans, 2007 Clean Air Plan, and programs for the region, and therefore conforms to the requirements of the Clean Air Act Amendments of 1990.	Temporary dust and ozone precursor emissions from grading activities and the use of heavy-duty construction vehicles. Partially consistent with adopted transportation plans, and therefore potentially conforms to the requirements of the Clean Air Act Amendments of 1990.	Since no disturbance would occur under this alternative, no impacts related to construction emissions would result. Inconsistent with air quality and transportation plans, and lack of conformity to the requirements of the Clean Air Act Amendments of 1990.
Noise and Vibration	Temporary short-term noise levels that could affect nearby residences and other sensitive receptors. Long-term traffic noise levels would exceed the Federal Highway Administration's noise abatement criteria at homes located along Clubhouse Drive and the existing segment of Union Valley Parkway.	Temporary short-term noise levels that could affect nearby residences and other sensitive receptors. Long-term traffic noise levels would exceed the Federal Highway Administration's noise abatement criteria at homes located along Clubhouse Drive and the existing segment of Union Valley Parkway.	Temporary short-term noise levels that could affect nearby residences and other sensitive receptors. Long-term traffic noise levels would exceed the Federal Highway Administration's noise abatement criteria at homes located along Clubhouse Drive and the existing segment of Union Valley Parkway.	Temporary short-term noise levels that could affect nearby residences and other sensitive receptors. Long-term traffic noise levels would exceed the Federal Highway Administration's noise abatement criteria at homes located along the existing segment of Union Valley Parkway.	This alternative would not result in traffic along the proposed Union Valley Parkway corridor. If the No-Action Alternative is selected, there will be no construction project and no noise attributed to the project.

Table ES-1 Summary of Major Potential Impacts from Alternatives

POTENTIAL IMPACT	Alternative 1 Locally Preferred	Alternative 2 Curved	Alternative 3 Foster	Alternative 4 Reduced	Alternative 5 No-Action
Natural Communities	Temporary or permanent removal of 1.67 acres of coast live oak woodland, 8.96 acres of eucalyptus woodland, 1.70 acres of wetland, and 11.31 acres of central dune scrub habitat.	Temporary or permanent removal of 0.71 acres of coast live oak woodland, 7.19 acres of eucalyptus woodland, 1.67 acres of wetland, and 13.07 acres of central dune scrub habitat.	Temporary or permanent removal of 5.51 acres of eucalyptus woodland, 1.67 acres of wetland, 10.52 acres of central dune scrub, and 0.14 acre of valley needlegrass grassland habitat.	Temporary or permanent removal of 3.91 acres of eucalyptus woodland, 9.87 acres of central dune scrub, and 1.67 acres of wetland habitat.	The project area would remain undeveloped. No impacts would occur to natural communities.
Wetlands and Other Waters	Impacts on 1.70 acres of Cowardin classified wetlands, and approximately 0.35 acre of Corps jurisdiction	Impacts on 1.67 acres of Cowardin classified wetlands, and approximately 0.35 acre of Corps jurisdiction.	Impacts on 1.67 acres of Cowardin classified wetlands, and approximately 0.35 acre of Corps jurisdiction.	Impacts on 1.67 acres of Cowardin classified wetlands, and approximately 0.35 acre of Corps jurisdiction.	The project area would remain undeveloped. No impacts on wetland habitat or other waters would result
Plant Species	Direct impacts on one occurrence of curly-leaved monardella, a California Native Plant Society List 4 plant species.	Direct impacts on occurrence of curly-leaved monardella, a California Native Plant Society List 4 plant species.	This alternative would not affect any known occurrences of rare plants.	This alternative would not affect any known occurrences of rare plants.	The project area would remain undeveloped. No impacts would occur to rare plants.
Animal Species	Removal of 15.20 acres of potential nesting and roosting habitat for birds. Impacts on habitat and individuals of California legless lizard, California horned lizard, Southern Pacific pond turtle, two-striped garter snake, and American badger.	Removal of 11.96 acres of nesting and roosting habitat for birds. Impacts on habitat and individuals of California legless lizard, California horned lizard, Southern Pacific pond turtle, two-striped garter snake, and American badger.	Removal of 9.57 acres of potential nesting and roosting habitat for birds. Impacts on habitat and individuals of California legless lizard, California horned lizard, Southern Pacific pond turtle, two-striped garter snake, and American badger.	Removal of 6.16 acres of nesting and roosting bird habitat. Impacts on habitat and individuals of California legless lizard, California horned lizard, and American badger.	The project area would remain undeveloped. No impacts would occur to protected wildlife species.
Threatened and Endangered Species	Impacts on 22.24 acres of potential California tiger salamander habitat and 22.24 acres of potential California red-legged frog upland migration habitat.	Impacts on 20.4 acres of potential dispersal and estivation (dormant state) habitat for the California tiger salamander, and 20.4 acres of potential upland migration habitat for California red-legged frog.	Impacts on 16.02 acres of potential California tiger salamander habitat and 16.02 acres of potential California red-legged frog upland migration habitat. This alternative would also potentially affect vernal pool fairy shrimp.	This alignment is east of State Route 135, which is a substantial barrier to California tiger salamander and California red-legged frog movement from the west; thus these species or their habitat would not be impacted by this alignment.	The project area would remain undeveloped. No impacts would occur to threatened or endangered wildlife or plant species.

Table ES-1 Summary of Major Potential Impacts from Alternatives

POTENTIAL IMPACT	Alternative 1 Locally Preferred	Alternative 2 Curved	Alternative 3 Foster	Alternative 4 Reduced	Alternative 5 No-Action
Invasive Species	This alternative would not be expected to introduce or materially increase or decrease the abundance or diversity of invasive plants.	This alternative would not be expected to introduce or materially increase or decrease the abundance or diversity of invasive plants.	This alternative would not be expected to introduce or materially increase or decrease the abundance or diversity of invasive plants.	This alternative would not be expected to introduce or materially increase or decrease the abundance or diversity of invasive plants.	This alternative would not be expected to introduce or materially increase or decrease the abundance or diversity of invasive plants.
Construction	Temporary disruption of traffic during construction, detours, traffic congestion, and safety considerations. Temporary impacts to air and water quality and noise levels during construction, Potential exposure of workers to contaminated soils or materials.	Temporary disruption of traffic during construction, detours, traffic congestion, and safety considerations. Temporary impacts to air and water quality and noise levels during construction, Potential exposure of workers to contaminated soils or materials.	Temporary disruption of traffic during construction, detours, traffic congestion, and safety considerations. Temporary impacts to air and water quality and noise levels during construction, Potential exposure of workers to contaminated soils or materials.	Temporary disruption of traffic during construction, detours, traffic congestion, and safety considerations. Temporary impacts to air and water quality and noise levels during construction, Potential exposure of workers to contaminated soils or materials.	This alternative would not result in construction and would therefore result in no impacts related to construction disturbances.
Cumulative Impacts	Cumulative impacts related to alteration of aesthetic character, and special-status animal species, including Southern Pacific pond turtle, California legless lizard, coast horned lizard, American badger, monarch butterfly, California tiger salamander, and California red-legged frog.	Cumulative impacts related to alteration of aesthetic character, and special-status animal species, including Southern Pacific pond turtle, California legless lizard, coast horned lizard, American badger, California tiger salamander, and California red-legged frog.	Cumulative impacts related to alteration of aesthetic character, and special-status animal species, including California legless lizard, coast horned lizard, American badger, California tiger salamander, and California red-legged frog.	Cumulative impacts related to alteration of aesthetic character, and special-status animal species, including coast horned lizard and American badger.	The project area would remain undeveloped. No cumulative impacts would occur.

Notes:
Alt 1 = Alternative 1: Locally-Preferred Alternative
Alt 2 = Alternative 2: Curved Alignment Alternative
Alt 3 = Alternative 3: Foster Road Alignment Alternative
Alt 4 = Alternative 4: Reduced Extension Alternative
Alt 5 = Alternative 5: No-Action Alternative

SR = State Route

Coordination with Other Agencies

In conformance with Section 15050 and 15367 of the California Environmental Quality Act Guidelines, the City of Santa Maria is designated as the "lead agency" which is defined as the "public agency which has the principal responsibility for carrying out or approving the project." Caltrans is delegated as the federal lead agency for the purposes of the National Environmental Policy Act working on preparation of the Environmental Assessment.

Responsible Agencies are those agencies that have discretionary approval over one or more actions involved with development of the project area. Santa Barbara County would be considered a Responsible Agency for the project. Trustee Agencies are state agencies having discretionary approval or jurisdiction by law over natural resources affected by a project. The California Department of Fish and Game is one of four trustee agencies defined by the California Environmental Quality Act affected by the project. A Streambed Alteration Agreement may be required from this agency.

The following permits, reviews, and approvals in Table ES-2 would be required for project construction:

Table ES-2 Required Permits and Approvals

Agency	Permit/Approval	Status
City of Santa Maria	General Plan Circulation Element Amendment	To be considered by Planning Commission and City Council with this Environmental Impact Report/Environmental Assessment
	Call for Bids	To be considered by City Council with this Environmental Impact Report/Environmental Assessment
	Right-of-way Acquisition and Finding of General Plan Conformance	To be considered by City Council with this Environmental Impact Report/Environmental Assessment
Caltrans	Finding of No Significant Impact	To be considered by Caltrans District 5 Director, as delegated by the Federal Highway Administration, with the Caltrans Environmental Impact Report/Environmental Assessment for the project. Caltrans is expected to revise and/or supplement the City's Environmental Impact Report/ Environmental Assessment for the purposes of their project approval process.

Table ES-2 Required Permits and Approvals

Agency	Permit/Approval	Status
	Interchange Project Approval	To be considered by Caltrans, in coordination with the Federal Highway Administration, with the Caltrans Environmental Impact Report/ Environmental Assessment and Finding of No Significant Impact for the project
	Right-of-way Acquisition	To be considered by Caltrans with the Caltrans Environmental Impact Report/Environmental Assessment and Finding of No Significant Impact for the project
County of Santa Barbara	Right-of-way Acquisition and Finding of General Plan Conformance	To be considered by Board of Supervisors with this Environmental Impact Report/Environmental Assessment
	Encroachment Permits	To be considered by Board of Supervisors with this Environmental Impact Report/ Environmental Assessment
	Future Roadway Project Development Approval	The County may potentially use this Environmental Impact Report as a base tier of environmental review for future projects along the County portion of the corridor.
Santa Barbara County Association of Governments	Unknown at this Time	Santa Barbara Association of Governments approvals would not be required for the project. However, this agency may use the Environmental Impact Report in the preparation of environmental evaluations for the Regional Transportation Plan.
Santa Barbara County Fire Department/ Hazardous Materials	Unknown at this Time	This department would review remediation of existing and past soil contamination, if identified during construction.
California Department of Toxic Substances Control	Unknown at this Time	This department would review remediation of existing and past soil contamination, if identified during construction.
California Department of Conservation, Division of Oil, Gas, and Geothermal Resources	Unknown at this Time	This division would review remediation of existing and past soil contamination, if identified during construction.
California Water Resources Board	National Pollutant Discharge Elimination System permit; Waste Discharge Permit, if applicable. Section 401 water quality certification.	Applications would be submitted to agencies before construction.
United States Fish and Wildlife Service	Section 7 Consultation for Threatened and Endangered Species	Applications would be submitted to agencies before construction.
	Review and Comment on Section 404 Permit, if applicable	Applications would be submitted to agencies before construction.

Table ES-2 Required Permits and Approvals

Agency	Permit/Approval	Status
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States.	Applications would be submitted to agencies before construction

There are no unresolved issues with other agencies for the Union Valley Parkway Extension/Interchange Project.