

State Route 1 and State Route 33 Bridges Rail Upgrade

VENTURA COUNTY, CALIFORNIA
DISTRICT 7 – VEN – 1 (PM 28.15, Bridge No. 52-0003)
DISTRICT 7 – VEN – 33 (PM 15.82, Bridge No. 52-0044 and PM 16.13, Bridge No. 52-0173)
EA: 29650/ EFIS: 0713000099

Initial Study with Mitigated Negative Declaration



Prepared by the
State of California, Department of Transportation



August 2019

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State Route 1 and State Route 33 Bridges Rail Upgrade Project

**INITIAL STUDY WITH MITIGATED NEGATIVE
DECLARATION**

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

**THE STATE OF CALIFORNIA
Department of Transportation
CEQA Lead Agency**

**Responsible Agencies: California Transportation Commission,
California Department of Fish and Wildlife, Regional Water Quality Control
Board**

August 8, 2019
Date of Approval


**Ronald Kosinski
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MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to widen and upgrade three bridges to existing standards on State Route 1 at Willow Creek (Bridge No. 52-0003, post mile (PM) 28.15) and on State Route 33 at North Fork Matilija Creek (Bridge No. 52-0044, PM 15.82 and Bridge No. 52-0173, PM 16.13) in Ventura County. The bridges would be widened to upgrade non-standard wooden railing, accommodate standard shoulders, and replace bridge rail end treatments.

The purpose of the proposed project is to improve the serviceability of the existing bridge structures; meet current crash/safety standards; and ensure protection of the traveling public.

Determination

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

The proposed project would have no effect on Cultural Resources, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Tribal Cultural Resources, and Utilities and Service Systems.

In addition, the proposed project would have less than significant effects to Aesthetics, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, and Transportation/Traffic.

With the following mitigation measures incorporated, the proposed project would have less than significant effects to Biological Resources: BIO-19, BIO-22, BIO-23, BIO-27, BIO-28, BIO-34.



Ron Kosinski
Deputy District Director
District 7
California Department of Transportation


Date

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Chapter 1 - Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) is proposing to widen three bridges in Ventura County (see Figure 1) on State Route 1 at Willow/Los Sauces Creek (Bridge No. 52-0003, post mile 28.15) and on State Route 33 at North Fork Matilija Creek (Bridge No. 52-0044, post mile 16.13 and Bridge No. 52-0173, post mile 15.82). Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

This Initial Study (IS) was circulated for public review between December 21, 2018 and January 25, 2019. A Notice of Intent to a Adopt a Mitigated Negative Declaration was sent to affected property owners, elected officials, government agencies, and other interested parties to inform them that the IS was available for review. The IS was made available online at www.dot.ca.gov/d7/env-docs/ and at the following locations:

- Caltrans District 7 (100 S. Main Street, Suite 100, Los Angeles, CA 90012)
- E.P. Foster Library (651 E. Main Street, Ventura, CA 93001)
- Meiner Oaks Library (114 N. Padre Juan Ave., Ojai, CA)
- Oak View Library (555 Mahoney Ave., Oak View, CA 93022)
- Ojai Library (111 East Ojai Ave., Ojai, Ca 93023)

After the public review period, all comments received were considered, and Caltrans has made the final determination of the project's effect on the environment. In accordance with the CEQA, no unmitigable significant adverse impacts are identified and, therefore, Caltrans has issued a Mitigated Negative Declaration (MND).

A vertical line in the margin of this document indicates the changes that have been made to the text after public review. Following distribution of the MND, if the decision is made to approve the project, a Notice of Determination and Notice of Availability will be published for compliance with the CEQA.

Existing Facilities

State Route 1 (SR-1) is a north-south route that traverses through Los Angeles and Ventura Counties Coastal region and is used for inter-regional, intra-regional, recreational and commuter travel through highly urbanized areas in Los Angeles County, and rural areas of Ventura County. The route varies from one lane to four lanes in each direction serving many unincorporated and coastal cities/communities in Los Angeles and Ventura Counties, and providing access to beaches, parks and other attractions. The Willow/Los Sauces Creek Bridge is a three-span bridge on SR-1, located approximately one mile south of the community of Mussel Shoals and approximately a half-mile north of Sea Cliff. The bridge crosses over Willow Creek, which is a small stream that flows southwesterly from the bluffs out to the Pacific Ocean. The bridge was built in 1927 and widened in 1936. It is 61 feet long by 53 feet wide with one 12-foot lane in each direction, a 12-foot paved median, a 7-foot paved shoulder on the westbound side, and an 8-foot paved shoulder on the eastbound side. There are Class II bike lanes within each shoulder.

State Route 33 (SR-33) originates at United States (US)-101 in the city of San Buenaventura and extends north to Santa Barbara and Kern counties. The SR-33 corridor is mostly semi-rural with land use varying from industrial, residential, agricultural, and recreational. The route serves both recreational and interregional purposes, providing access to the Los Padres National Forest and to the Lake Casitas Recreation Area, by way of State Route 150, and linking the city of San Buenaventura (more commonly known as Ventura) with the city of Ojai. The route also passes through the Ventura oil fields and the unincorporated areas of Casitas Springs and Oak View. The portion of the route that extends from the Ojai Valley through Los Padres National Forest and ends in the city of Maricopa in Kern County is called the Maricopa Highway.

The SR-33 project sites occur within mountainous terrain in the Los Padres National Forest at an elevation of approximately 1,060 feet above mean sea level. Both North Fork Matilija Creek bridges are located in mountainous terrain at the base of Nordhoff Ridge in the Santa Ynez Mountains. These bridges are located approximately a half-mile apart. The roadway is typically located in cut sections through the side slopes of the valley formed by North Fork Matilija Creek, a tributary of the Ventura River. Route 33 frequently crosses over North Fork Matilija Creek, hence several bridges in Ventura County with the same name. Both bridges are within a quarter-mile of Matilija Lake, a mostly silted-up reservoir on Matilija Creek formed by Matilija Dam, a concrete arch dam completed in 1947.

The North Fork Matilija Creek Bridge 52-0044 is a five-span continuous structure with reinforced concrete T-beam girders (3), supported by integral reinforced concrete column bents with cantilevered end spans. This bridge, built in 1949, is 164-feet-long by 28 feet wide with a 10-foot lane with 5-foot paved shoulder on the northbound side, and an 11-foot lane with 2-foot shoulder on the southbound side. The North Fork Matilija Creek Bridge 52-0173 is a single-span reinforced concrete deck on steel plate girders with winged cantilever seated abutments supported on spread footing on bedrock. This bridge, built in 1947, is 53-feet-long by 28.8 feet wide with an 11-foot lane with 1-foot 8-inch paved shoulder on the southbound side and a 12-foot lane with 1-foot 8-inch paved shoulder on the northbound side. Surrounding land use consists primarily of open space, with Lake Matilija to the west, Ojai Quarry to the east, and citrus orchards to the south. Communities in the immediate vicinity include Matilija Canyon, North Fork Springs to the north and Ojala to the south. Meiner Oaks is located approximately 5.5 miles south of Bridge No. 52-0044 and Wheeler Springs is located approximately 1 mile north of Bridge No. 52-0173.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the proposed project is to improve the serviceability of the existing bridge structures; meet current crash/safety standards; and ensure protection of the traveling public.

1.2.2 Need

The Caltrans Office of Structure Maintenance and Investigations (OSMI) is responsible for managing highway structures. This includes performing bridge inspections and making structure work repair recommendations. The OSMI maintains several reports containing information on

the condition and rehabilitation needs of bridges and box culverts. The Structure Replacement and Improvement Needs (STRAIN) report contains recommended improvements to structures. The 2012 STRAIN report identified bridge railing upgrade for the three bridge structures proposed for this project. The bridges are currently fitted with wooden rails that no longer meet current safety standards. Bridge railings are designed to safely redirect vehicles to minimize injury and damage in the case of accidents, as well as to retain pedestrians and bicyclists. The existing non-standard wooden bridge railings may not be able to retain and redirect errant vehicles. Upgrading the non-standard bridge railings to the current standard and widening the shoulder width on these bridges will improve highway safety.

1.3 Project Description

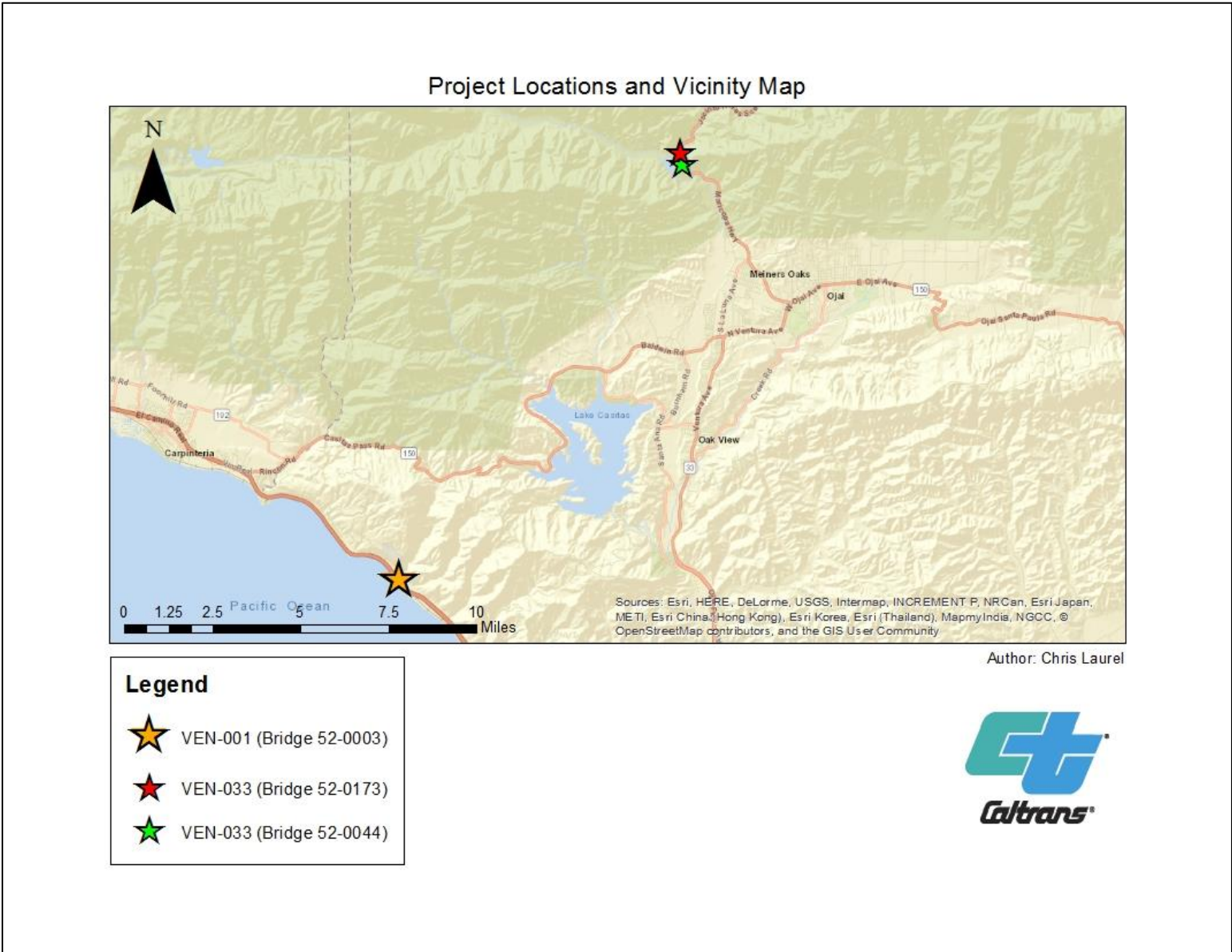
This section describes the proposed action developed to meet the purpose and need of the project, while avoiding or minimizing environmental impacts. There are two alternatives proposed for this project, including the Build Alternative and the No-Build Alternative.

1.3.1 No-Build Alternative

There would be no changes made to the existing SR-1 and SR-33 facilities under the No-Build Alternative. No action would be taken to improve the three identified bridge structures. Under the No-Build Alternative, these bridges will continue to have narrow lanes and shoulders (SR-33 sites only), and railings that do not meet current safety standards (all project sites).

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Figure 1 Vicinity Map



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1.3.2 Build Alternative

The Build Alternative proposes the widening of three bridges in Ventura County on SR-1 and SR-33. The bridges would be widened to upgrade non-standard wooden bridge railing and accommodate standard 8-foot paved shoulders at all locations. Widening will take place on the southbound side of Willow/Los Sauces Creek Bridge on SR-1 and on both sides of the two North Fork Matilija Creek bridges on SR-33. Additional lanes are not proposed, and the project will not result in property acquisition. There is a need for temporary construction easements to cross adjacent properties during construction of the project. Stage construction is required at both SR-33 sites. Partial traffic closure would occur at all locations during construction. The estimated capital cost for the Build Alternative is \$9,389,000. The Build Alternative proposes the following:

1) North Fork Matilija Creek Bridge (SR-33, Post Mile 16.13, Bridge No. 52-0173):

- Temporary construction easement (TCE) required (20 feet wide by approximately 140 feet on east side).
- Widen bridge deck by 6 feet 8 inches to either side.
- Construct new I-girder abutments to either end.
- Upgrade the wooden railings to metal beam guardrail railing (Type 732).
- Pave shoulders on newly widened deck on both ends and replace joint seals.
- Widen embankments on both sides to accommodate wider structure.
- Approximately 100 cubic yards of new excavation for the pier abutments.

Figure 2 Project Location 1, Facing North



2) North Fork Matilija Creek Bridge (SR-33, Post Mile 15.82, Bridge No. 52-0044):

- Temporary construction easement (TCE) required (20 feet wide by 470 feet long to both sides).
- Widen the bridge deck by 7 feet on west and 8 feet on east by installing steel beams that rest on wing walls that arc on its four corners.
- Remove the existing wooden rail and concrete curbs.
- Upgrade the wooden railings and curbs with concrete barriers (Type 732) and metal beam guardrails.
- Grade existing embankments on both sides to widen footprint.
- Fill existing ground level under deck to meet high water line.
- Construct cast-in drilled-holes (CIDH) piles for 2 new abutments and 4 piers.
- Construct 8 bent footings for abutments measuring 11 feet wide by 11 feet high by 7 feet deep.
- Approximately 100 cubic yards of soil removed for excavation of the piers and abutments of the structure, involving medium to large sized boulders and water in Matilija Creek.
- Pave shoulders on newly widened deck on both ends.

Figure 3 Project Location 2, Facing North



3) Willow/Los Sauces Creek Bridge (SR-1, Post Mile 28.15, Bridge No. 52-0003):

- Temporary construction easement (TCE) (50 feet wide by 260 feet long) on south side of bridge.
- Widen the bridge deck by 2 feet 4 inches in the southbound direction by extending the steel reinforced edge.
- Reconstruction of 2 southern abutments: 5 feet wide by 5 feet high by 12 feet deep for each abutment.
- Relocate utilities (gas pipes, utility pipes and valves) on the south side of the bridge within TCE.
- Remove the existing wooden rail and upgrade with metal beam guardrails (MBGR) as well as bicycle tubular railing.
- Pave shoulders on newly widened bridge deck on southbound lane.
- Restriping of traffic lines.
- Class II bike lanes will be maintained within the shoulders on each side of the bridge following construction.
- Install a scour monitoring device.

Figure 4 Project Location 2, Widening/TCE Area, Facing Northwest



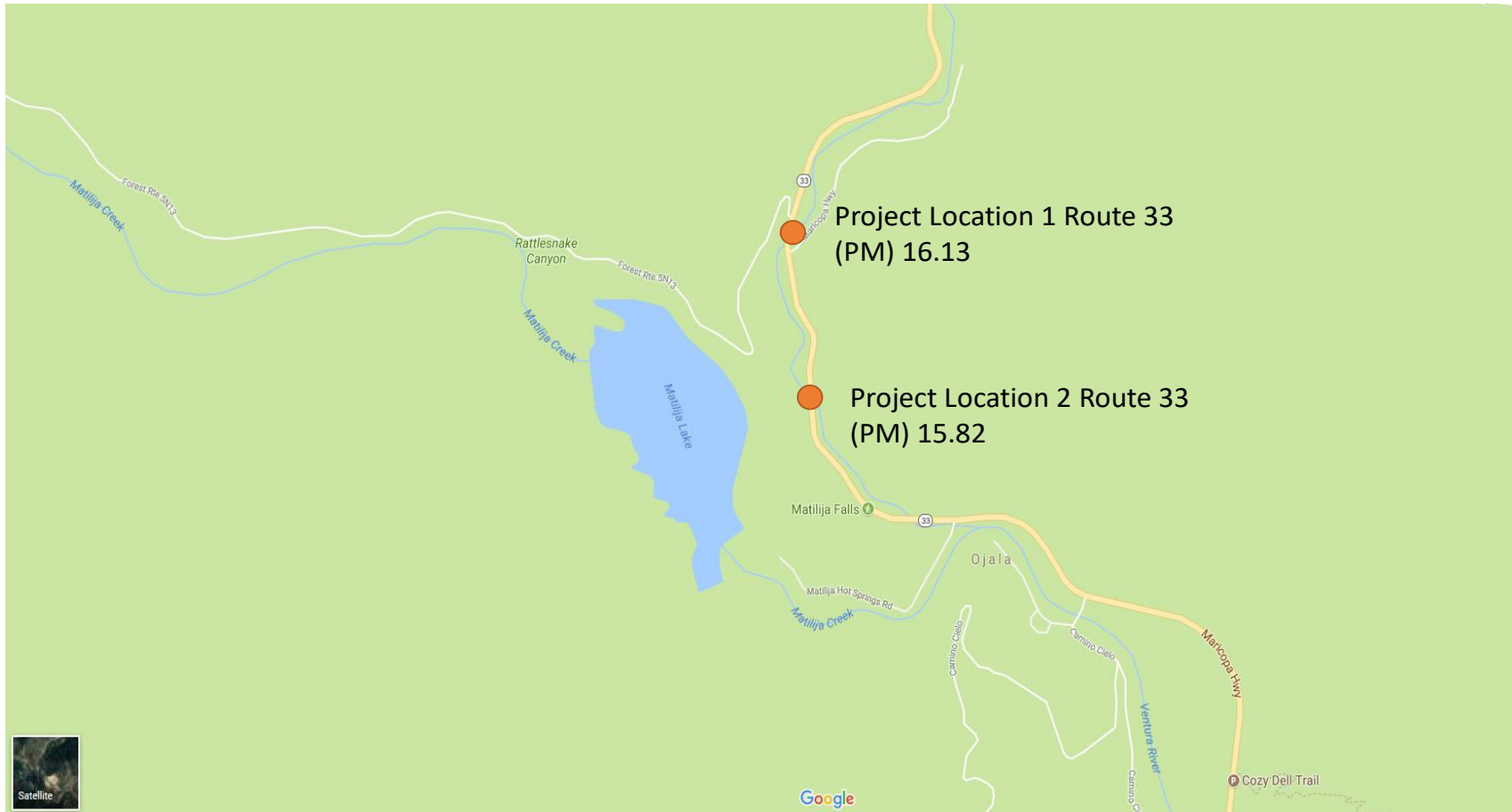
Figure 5 Project Location 3, Widening/TCE Area, Facing Southeast



Figure 6 Project Location 3, Above Ground Utilities



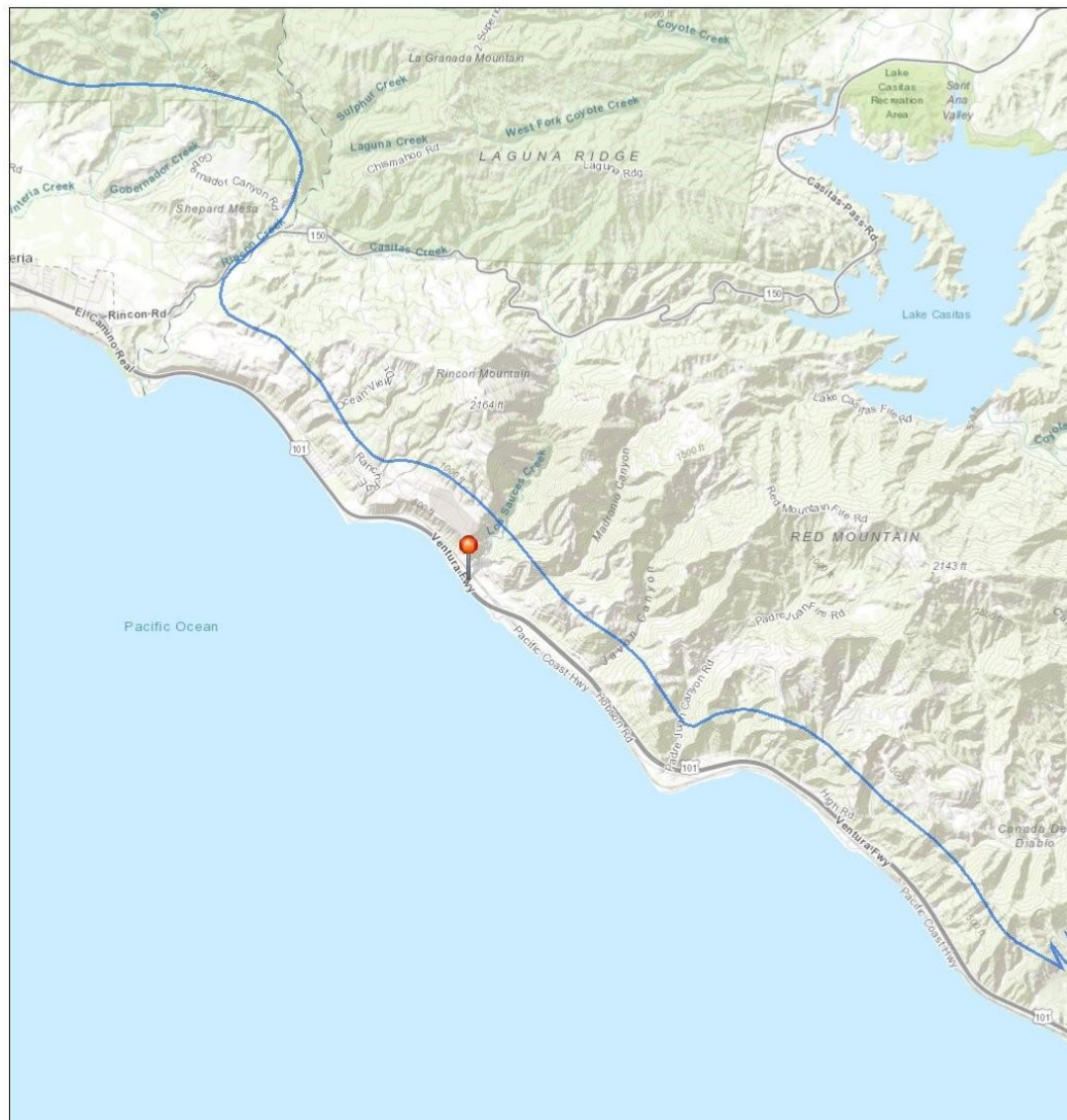
Figure 7 Project Locations 1 and 2 Map



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Figure 8 Project Location 3 Map

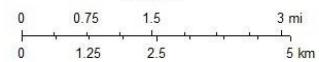
Project Location in Coastal Zone



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Coastal Zone (line)

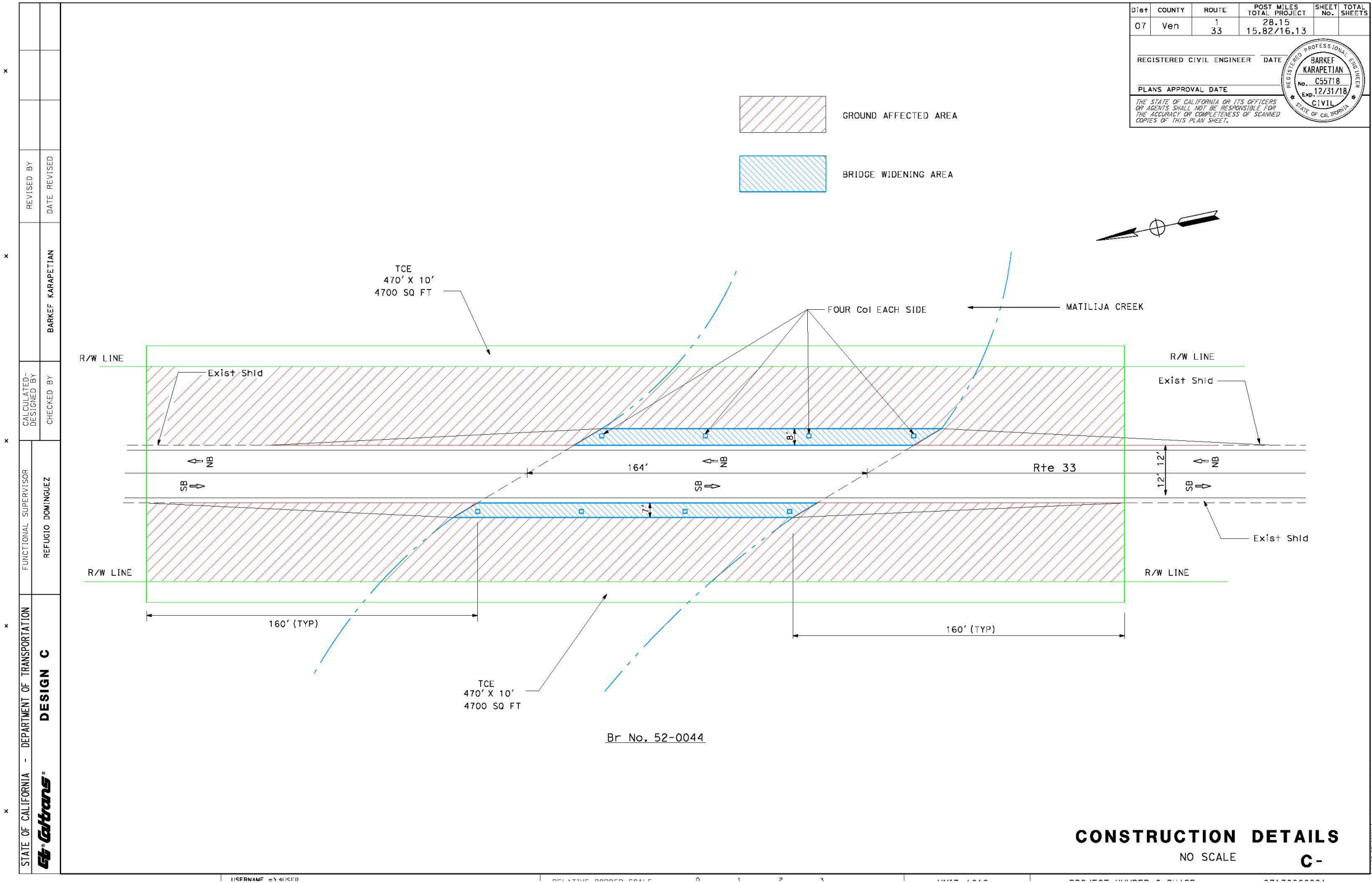
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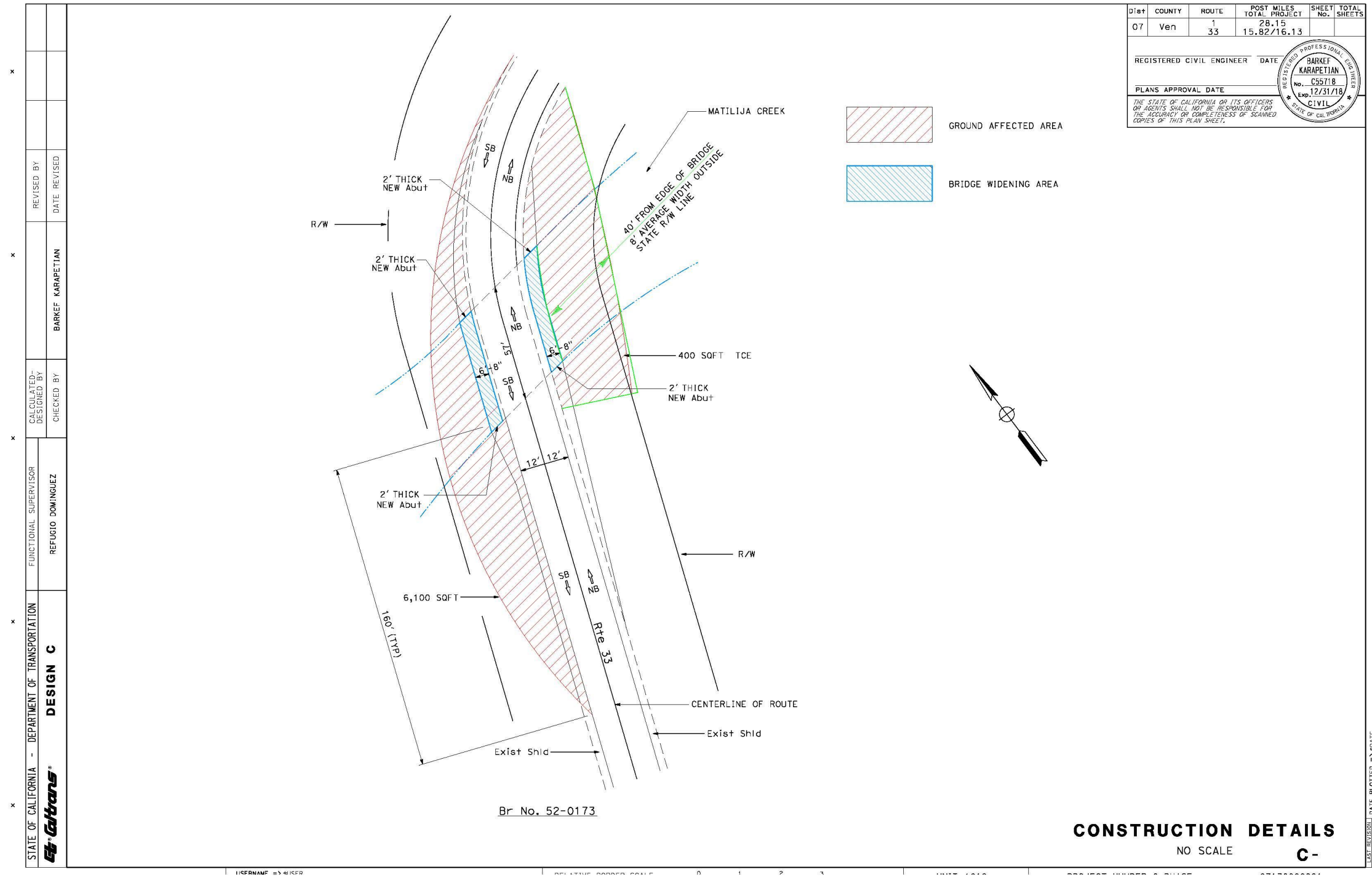
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Figure 9 Project Location 1 Widening and Temporary Construction Easement Area



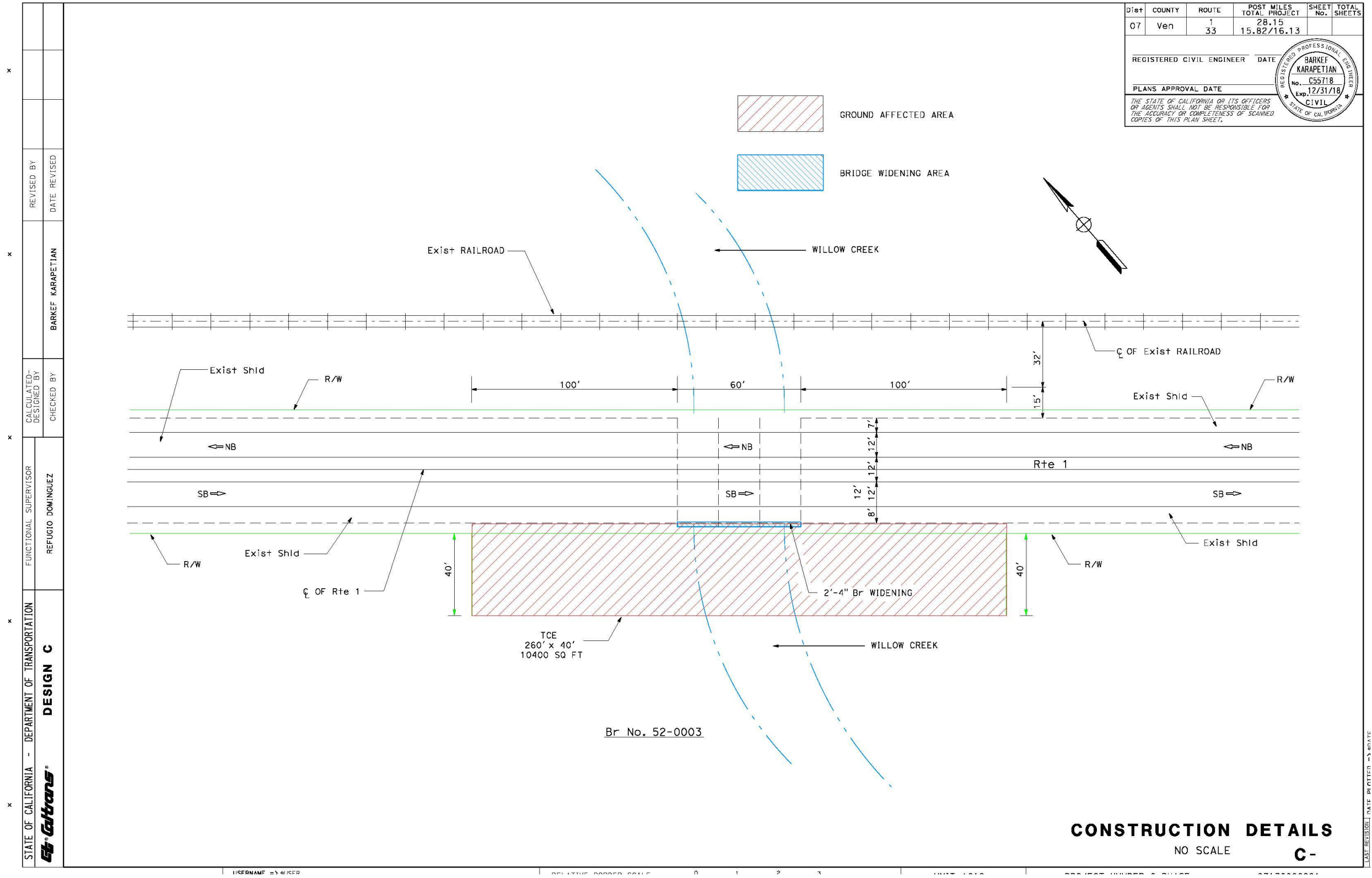
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Figure 10 Project Location 2 Widening and Temporary Construction Easement Area



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Figure 11 Project Location 3 Widening and Temporary Construction Easement Area



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1.4 Permits and Approvals Needed

The following permits and approval will be required at all locations, except where noted.

Table 1 Permits and Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Lake or Streambed Alteration Agreement	Application for 1602 permit to occur after Final Environmental Document (FED) approval and during the design phase.
Regional Water Quality Control Board	Section 401 Water quality Certification	Application for Section 401 permit to occur after FED approval and during the design phase.
United States Army Corps of Engineers	Nationwide Permit (NWP) under Section 404 of the Clean Water Act	Application for NWP under Section 404 to occur after FED approval and during the design phase.
California Transportation Commission	CTC vote to approve funds	Following the approval of the FED, the California Transportation Commission will be required to vote to approve funding for the project.
Ventura County Watershed Protection District	Watercourse Permit	Application for Watercourse Permit to occur after FED approval and during the design phase.
Willow/Los Sauces Creek Bridge (SR-1, Post Mile 28.15, Bridge No. 52-0003)		
County of Ventura	Coastal Development Permit (Willow/Los Sauces Creek Bridge only)	Application for Coastal Development Permit expected after FED approval and during the design phase.
California Coastal Commission	Federal Coastal Consistency Certification	Will be conducted as part of the coastal development permit review process after FED approval and during the design phase.

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Chapter 2 – Environmental Factors

2.0 Introduction

The environmental factors checked below would be potentially affected by this project. Please see the checklist below for additional information regarding affected factors.

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

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

2.1 Aesthetics

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<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"/>

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

Environmental Setting

Within Ventura County, State Route 33 (SR-33) is a designated California Scenic Highway from post mile 17.5 near Wheeler Hot Springs to post mile 57.5 at the Santa Barbara County line. It is also a National Forest Scenic Byway from post mile 12.0 in city of Ojai to post mile 49.0 near Lockwood Valley Road. The route is a gateway to the Los Padres National Forest and the Santa Ynez Mountains. It is a main connector road between the cities of Ojai and Maricopa. Travelers on SR-33 mainly consist of commuters, residents, tourist, campers, cyclists, maintenance, and emergency personnel. The two bridges on SR-33 are located outside the designated California scenic highway limit. The existing visual quality of SR-33 in the project area ranges from moderate to high. This view quality is due primarily to the diverse natural vegetation, topographic variations, winding roadway, rock outcroppings, and minimal visibility of manmade developments. This scenic highway encompasses spectacular vistas at various pull outs, lush riparian communities along the many creeks in the area, and exposed rock cliffs on either side of

the road intermittently throughout the route. Travelers through this area generally have high expectations regarding the natural scenic quality and have a heightened visual sensitivity.

The Willow/ Los Sauces Creek Bridge is located at post mile 28.15 along the coastal side of State Route 1 in unincorporated Ventura County. Travelers on SR-1 mainly consist of residents, tourist, cyclists, and maintenance workers. Travelers through this area generally have high expectations regarding the natural scenic quality and have a heightened visual sensitivity.

CEQA Significance Determinations

a) Have a substantial adverse effect on a scenic vista?

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact- The potential for the project to adversely affect the natural scenic corridor of SR-33 is low. It is found that the proposed structures will create minor changes in visual quality within the project limits. The new concrete railings at the SR-33 project sites will increase the manmade elements at these locations. However, the typical traveler might not notice or be aware of these additional manmade elements because concrete barriers and walls already exist elsewhere along the corridor. These elements will appear to flow uniformly and continuously as they are consistent with the corridor aesthetics. Other elements such as the new bridge columns are less conspicuous as the works will be below the roadway and out of the travelers', as well as other viewers, line of sight. Thus, the proposed elements will pose minimal changes to the visual quality along the route. The visual experience of the natural scenic beauty of the corridor as a whole will not be diminished.

The visual experience the various viewer groups may encounter traveling on Route 1 at the specific project location has been analyzed. The traveler might not notice or be aware of this addition manmade element because concrete barriers and walls already exist elsewhere along the route. The proposed concrete barrier already exists elsewhere along both highways; and so replacement of the original bridge railing with concrete (SR 33) and adding bicycle-tube railing on top of bridge railing (SR 1) will not adversely affect the visual environment.

Avoidance and Minimization Measures

AES-1: All bridge railing, and bicycle tube railings are to be similar and visually compatible with existing structures along the route.

AES-2: The material, color and texture for all concrete work are to match or blend into the surrounding environment, i.e. existing barriers, wall, or rock slope.

AES-3: Metallic surfaces, where feasible, are to be treated with oxidizing agent to appear aged

and non-reflective.

AES-4: On SR-33, a "Stone Masonry Guardwall" pattern is to be imprinted on to the inside face (travel face) of the bridge railing. The concrete will be stained with earth tone colors to complement surrounding rock/soil color.

AES-5: On SR-1, the upgraded bridge railing will incorporate context sensitive solutions such as Coastal Trail signage, and see-through bridge and guard rail designs, consistent with designs selected by Coastal Commission's Road's Edge Subcommittee in collaboration with Caltrans.

AES-6: Erosion control measures are to be applied to all disturbed slopes. If seeds are to be used to revegetate the slope, native plant materials and seed species will be determined by Caltrans District Landscape Architects, Coastal Commission, and U.S. Forest Service plant resource specialists.

2.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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 the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<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"/>

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?

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Regulatory Setting

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

Impacts to timberland are analyzed as required by the California Timberland Productivity Act of 1982 (CA Government Code Sections 51100 et seq.), which was enacted to preserve forest resources. Similar to the Williamson Act, this program gives landowners tax incentives to keep their land in timber production. Contracts involving Timber Production Zones (TPZs) are on 10-year cycles. Although state highways are exempt from provisions of the Act, the California Secretary of Resources and the local governing body are notified in writing if new or additional right-of-way from a TPZ will be required for a transportation project.

CEQA Significance Determinations

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact - According to the Farmland Mapping Monitoring Program of the California Resources Agency, there is no designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within any of the project sites.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact – The project area does not include land zoned for agricultural use nor any land subject to a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

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?

c), d), and e) No Impact – No farmland, forest land, timberland, or timberland zoned Timberland Production would be converted to transportation use with the proposed project. Therefore, there is no potential for impacts.

2.3 Air Quality

Where 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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

After consultation with the Caltrans Air Quality Branch, the Air Quality Assessment has determined that the proposed project is deemed listed in Table 2 under the subtitle “safety” and classification “Widening narrow pavements or reconstructing bridges (no additional travel lanes).” Therefore, pursuant to 40 CFR 93.126, this project is deemed classified and is exempt from the requirements to determine conformity. The proposed project is exempt from Transportation Project-Level Carbon Monoxide Protocol. It is a type of project that is not anticipated to involve a significant number or result in an increase in the number of diesel

vehicles or increase vehicle idling. Therefore, it is unlikely to result in adverse impacts to PM 10 and PM 2.5. It is not anticipated to cause an increase in Mobile Source Air Toxic (MSAT).

The proposed project is located within the boundary of Ventura County Air Pollution Control District (VCAPCD), therefore this project must comply with the VCAPCD Fugitive Dust Rule 55 to minimize temporary emissions during construction of the project as applicable and appropriate. While construction equipment on site would generate some objectionable odors primarily arising from diesel exhaust, these emissions would generally be limited to the project site and would be temporary in nature. Objectionable odors should also be minimized by conducting certain construction activities in areas at least 500 feet from the sensitive receptors as feasible.

2.4 Biological Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<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 the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 – 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

The California Endangered Species Act (CESA) emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The CDFW is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both Federal Endangered Species Act (FESA) and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize

impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the CDFW. In certain circumstances, the Coastal Commission may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for more details.

Environmental Setting

A Natural Environment Study was completed for this project on October 29, 2018. Information about the biological resources present within the project sites has been gathered from many sources. Aerial photographs, U.S.G.S quad maps, nearby projects with similar species and habitat list, and various literature sources were reviewed to obtain information about the project area. Lists of sensitive species potentially occurring in the area were requested from the U.S. Fish and Wildlife Service (USFWS). A National Marine Fisheries Services (NMFS) list was requested and obtained on November 26, 2018. A California Fish and Wildlife species list (CNDDDB) and a U.S. Fish and Wildlife Service (USFWS) species list was obtained November 7, 2017. General field surveys were conducted in November 2017 through April 2018. Protocol level surveys were conducted from May-July 2017 for California red-legged frog (*Rana aurora draytonii*) and southwestern willow flycatcher (*Empidonax traillii extimus*). Updated species lists from USFWS and NMFS were obtained on July 30, 2019.

The Biological Study Area (BSA) is roughly a 300-foot radius buffer in every direction, where access is granted, centered on each bridge at their respective locations. The BSA was determined to take into account the biological resources that surround the project area and the potential impacts from construction-related noise and vibration from the proposed project. The total area within the BSA is approximately 19.5 acres. The project footprint, which include the permanent and temporary impact areas, extend no more than 80 feet on either side of each bridge.

Locations 1 and 2 Study Area – SR-33 (PM 15.82 and 16.13) at North Fork Matilija Creek

The project sites on SR-33 are located above the North Fork Matilija Creek in Ventura County. This is a riparian habitat surrounded by mountainous terrain, on the western side of the Matilija Wilderness just outside the Los Padres National Forest. The site is in a southern sycamore alder riparian woodland. About 0.15 miles west of the project is Matilija Lake. The vegetation on-site is predominately native, with an adjacent natural stream system. The majority of the project area is zoned as open space with little agricultural use and scattered residential areas. Most of the area is covered with native vegetation, consisting of coastal scrub and oak woodlands. North Fork Matilija Creek is a healthy riparian habitat. These locations are within critical habitat for California red-legged frog (*Rana Draytonii*) and are in close proximity to southwestern willow flycatcher (*Empidonax traillii extimus*) critical habitat and contain suitable habitat for least Bell's vireo (*Vireo bellii pusillus*).

Figure 12 Project Location 1 Biological Study Area



Figure 13 Project Location 2 Biological Study Area



Location 3 Study Area – SR-1 (PM 28.15) on Willow /Los Sauces Creek

The BSA is located in a rural, mountainous/coastal portion of unincorporated Ventura County. Most of the area is a mix of invasive vegetation along with native trees and shrubs. Vegetation along the stream corridor was composed of an overstory of willow (*Salix sp.*) and an understory of giant reed (*Arundo donax*), poison oak (*Toxicodendron diversilobum*), and horsetail (*Equisetum sp.*). Emergent vegetation was present consisting of cattails, (*Typha sp.*) castor bean (*Ricinus communis*), and watercress (*Nasturtium officinale*).

CEQA Significance Determinations

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated - A total of twenty-six (26) special status plant species were identified as being potential present within the quadrangle and neighboring quadrangles of the BSA. Based upon habitat requirements, zero (0) of the special status plant species were determined to have the potential to occur within the BSA. During focused surveys, no special-status plants were detected.

A total of twenty-one (21) special status animal species were identified as potentially occurring within the quadrangle and neighboring quadrangles of the BSA. Of these, seven (7) special status animal species were determined to have the potential to occur within the BSA based upon habitat requirements. During focused surveys, one special status animal species, Steelhead Trout (*Oncorhynchus mykiss*), was detected within the BSA. According to CNDDDB (Occurrence Reports), there have been two sightings near the project sites for Two-Striped Garter Snake (*Thamnophis hammondi*). A discussion on the 7 special status animals that have the potential to occur within the project limits are discussed below.

Southwestern Willow Flycatcher (*Empidonax traillii extimus*)

The proposed project occurs in only marginal habitat for southwestern willow flycatcher. Willow flycatchers are generally found in much greater numbers at lower elevations in low gradient streams and rivers that have wide floodplains and dense riparian zones. No southwestern willow flycatchers were detected during biological surveys. Although potential habitat is present for southwestern willow flycatcher, the proposed project is not expected to impact individuals of this species.

California Red-Legged Frog (*Rana draytonii*)

At the Matilija Creek sites, habitat generally looked excellent for California Red-Legged Frog (CRLF), with complex instream habitat and numerous pools of suitable depth for CRLF breeding. However, potential threats or limiting factors to CRLF presence observed included non-native crayfish, heavy recreational use, and trash associated with recreation.

At the Willow/Los Sauces Creek site, habitat appeared to be of low quality for CRLF. The only pool with sufficient depth for CRLF breeding was the large pool at the adjacent SR-101 culverts, which likely had high salinity from frequent ocean wave over wash. Other threats noted included surrounding oilfield land use, and prickly sculpin which may predate on amphibian larvae.

The proposed project may affect and is likely to adversely affect California red-legged frog critical habitat. The proposed project occurs in designated critical habitat for CRLF and includes water diversion and de-watering activities that will require any individuals present within the construction footprint to be captured and removed from the project area. The project also involves the extended de-watering of this stretch of Matilija Creek for an extended period of time.

Table 2 shows the permanent and temporary impacts that will occur during construction. This construction will alter the riparian ecosystem that lies within designated critical habitat for California red-legged frog.

Table 2 Impacts to California Red-Legged Frog Critical Habitat

Southern Sycamore Alder Riparian Woodland	Temporary Impact (Acres)	Permanent Impact (Acres)
Project Location 1 Bridge No. 52-0173, SR-33	13,300 square feet (0.305 acres)	775.2 square feet (0.017 acres)
Project Location 2 Bridge No. 52-0044, SR-33	56,400 square feet (1.294 acres)	2,460 square feet (0.056 acres)
Total	1.599 acres	0.073 acres

Least Bell's Vireo (*Bellii pusillus*)

Marginal foraging and nesting habitat for this species occurs within the BSA. The proposed project occurs in only marginal habitat for least Bell's vireo. Least Bell's vireo are generally found in much greater numbers at lower elevations in low gradient streams and rivers that have wide floodplains and dense riparian zones. The riparian zone within the project footprint is a steep high gradient creek with very narrow, approximately 50 feet wide, and sparse riparian woodland habitat present. No least Bell's vireo were detected during biological surveys. Although potential habitat is present for least Bell's vireo the proposed project is not likely to adversely affect individuals of this species or its habitat.

Two-Striped Gartersnake (*Thamnophis hammondi*)

The two-striped gartersnake is designated as a species of special concern by CDFW and Sensitive (S) by USFS, but is not listed under FESA or CESA. This species is aquatic in nature and typically resides in areas of permanent or semi-permanent water with vegetative cover. Suitable habitat for this species occurs within the BSA and marginal habitat occurs within the project limits.

Locations 1 and 2 on Route 33, have breeding and foraging habitat for two-striped garter snake. Two-striped garter snake habitat is in aquatic areas that are bordered by riparian vegetation with open spaces for basking. They feed upon small fishes with their eggs, and amphibians and their larvae. These benefits are present within the project site.

According to CNDDDB (Occurrence Reports), there have been two sightings near the project sites. Although potential habitat is present for two striped garter snake the proposed project is not likely to adversely affect these species. Habitat conversion and degradation resulting from urbanization, construction of reservoirs, cement-lining of stream channels, increased outdoor recreation, livestock grazing, predation of fish and bullfrogs, and depletion of prey base have diminished populations at locations such as North Fork Matilija Creek Bridge No. 52-0044 and Bridge No. 52-0173. Pre-construction surveys will be done to determine presence of two-striped garter snake and if necessary, translocate them from the site with an approved biologist.

California Condor (*Gymnogyps californianus*)

The California condor is listed under both CESA and ESA as endangered. Known breeding sites for this species occur adjacent to the proposed project limits within the Los Padres National Forest and individuals have been known to fly over the BSA.

California condor require wide areas of open range land for foraging. This species typically nests in caves, large crevices, behind rock slabs, or on large ledges on high sandstone cliffs. Nests are often surrounded by dense brush and occur within the Coastal and Transverse Ranges of Ventura and Santa Barbara counties. The proposed project area does not contain breeding habitat for the California condor, however the BSA does contains potential foraging habitat for this species.

Suitable foraging for California condor habitat does occur within the Matilija Creek project sites on SR-33. Raptor surveys were conducted during known breeding periods, however California condors were not observed flying over the BSA during surveys. Although potential habitat is present for California condor the proposed project it not likely to adversely affect this species.

Southern Steelhead Trout (*Oncorhynchus mykiss*)

Steelhead trout were listed as Endangered within the Southern California Evolutionarily Significant Unit (ESU) on October 17th, 1997. The Southern California ESU extends from the Santa Maria River in San Luis Obispo County south to the southern extent of their range. Fish within the Southern California ESU are considered “winter-run” or ocean-maturing steelhead. These anadromous fish are born in fresh water, where they typically spend one to three years before migrating to the ocean. After spending one to four years in the ocean, they return to their natal stream to spawn as four or five year-olds. Migration within this ESU generally occurs from November through March (NOAA, 2012). Spawning takes place from December through June, with a peak during the months of February and March.

The proposed project is located within designated critical habitat for southern steelhead trout. Designated critical habitat is defined as those areas both inside and outside of the geographical area occupied by the species in which the physical or biological features are found that are essential to the conservation of the species and which may require special management considerations or protection.

Steelhead were detected at the Matilija Creek project sites on SR-33. The Lower North Fork of the Matilija appeared to contain some of the best habitat for steelhead spawning and rearing within the Matilija basin. Spawning gravels are abundant and in good condition, although there is some mineral cementation in areas. There is potential to impact southern steelhead trout because of the proximity to steelhead trout critical habitat and steelhead trout individuals present at Locations 1 and 2, as shown in Figures 12 and 13.

The proposed project will likely result in the incidental take of individual steelhead trout, due to the water diversion and relocation of steelhead. Steelhead mortality is expected during water diversion and other construction activities. The proposed action may impact individuals or habitat, but is not likely to contribute to a trend toward federal listing or loss of viability to the population or species.

Western Pond Turtle (*Emys marmorata*)

Western pond turtles are designated as a species of special concern by CDFW, but are not listed under FESA or CESA. They are uncommon to commonly seen in suitable habitat ranging west of the Sierra-Cascade crest and absent in the desert regions, except along the Mojave River and its tributaries. Western pond turtles are often seen basking in the sun on rocks, partially submerged logs, or open mud banks. Their preferred habitat is permanent ponds, lakes, and streams. They are also found in pools along intermittent streams. Their diet consists of aquatic plant materials, beetles, frogs, and fish.

The project location contains suitable Western pond turtle habitat. Matilija creek does provide numerous pools for Western pond turtle to live. However, biological field surveys have been conducted and western pond turtles have not been found. Although potential habitat is present for western pond turtle the proposed project is not likely to affect this species.

Avoidance and Minimization Measures

BIO-1: Pre-Construction Surveys: Biological surveys of the project area shall be performed in locations having increased biological sensitivity as determined by the District Biologist. Surveys shall be conducted at most two weeks prior to the clearing and grubbing of vegetation.

BIO-2: Nesting Bird Surveys: Surveys for nesting birds shall be conducted when clearing and grubbing of vegetation occurs, having the potential to support least Bell's vireo.

BIO-6: Construction Window: Work will be conducted during September 1st to October 31st. This is a biological provision for Least Bell's Vireo and includes only the dry season to prevent aquatic species impact. Work will occur during daylight hours when feasible, to minimize impacts on nocturnal wildlife activity.

BIO-10: LBV and SWWF – Work Outside Bird Nesting Season: Caltrans will schedule construction outside of the bird nesting season (September 1st through February 1st) in order to avoid impacts to Least Bell's Vireo (LBV) and Southwestern Willow Flycatcher (SWWF). Any sighting of an LBV or SWWF in the construction limits or directly adjacent will trigger a notification to the USFWS, for purposes of additional guidance.

BIO-11: LBV and SWWF – Pre-Construction Protocol Level Surveys: Pre-construction surveys following the appropriate protocols for locating and identifying LBV and SWWF will be done by a qualified ornithologist, approved by USFWS prior to initiation of work. If Least Bell's Vireo or Southwestern Willow Flycatchers are found within 500 ft of the construction site, work will stop until nesting has been completed and the birds have left the area.

BIO-13: ESA Fencing: The ESA fencing will be checked for integrity weekly, and animals will be excluded from the construction area weekly by a qualified biologist.

BIO-14: Preconstruction Surveys: Pre-construction surveys will be done by a qualified herpetologist with experience in locating and identifying California Red-legged Frog (CRLF), will be done prior to initiation of work. If any CRLF are located, work will not commence until coordination with USFWS has occurred.

BIO-18: Pre-Construction Surveys Done by NOAA: Pre-construction surveys done by a NOAA approved, qualified ichthyologist with experience in locating and identifying Southern steelhead trout will be done prior to initiation of work. If any Southern steelhead trout are located, work will not commence until coordination with NOAA has occurred.

BIO-21: Work to be Conducted Outside Upstream Migration Season: All work shall be conducted outside of the upstream migration season for winter-run southern steelhead trout. Southern steelhead trout generally begin migrating upstream during November and continuing migrating through winter generally until the end of March. Work shall be conducted from June 1st through November 1st.

BIO-24: Pre-construction Surveys for CRLF: Caltrans will conduct pre-construction surveys done by a qualified herpetologist with experience in locating and identifying CRLF and approved by USFWS, prior to initiation of work. If any CRLF are located within the project footprint they will be re-located to a safe location as deemed by the herpetologist in coordination with USFWS.

BIO-25: Biological Monitor for CRLF: Caltrans will have a biological monitor with experience in locating and identifying CRLF on-site at all times throughout the duration of construction activities within the riparian zone. If any CRLF are observed during construction work, all work will halt until a permitted herpetologist can be present to help relocate any individuals found to a safe location.

BIO-26: Incorporate all Applicable Avoidance and Minimization Measures: Caltrans will incorporate all applicable Avoidance and Minimization Measures as identified in the Programmatic Biological Opinion issued by U.S. Fish and Wildlife Service to the Federal Highways Administration (1-8-02-F-68).

BIO-29: USFWS Measure: Caltrans will properly maintain, remove from the work site, and dispose of regularly all trash that may attract predators. Caltrans will remove all trash and construction debris from work areas following construction.

BIO-32: USFWS Measure: Caltrans will remove any individuals of non-native species (e.g. bullfrogs (*Lithobates catesbeiana*) and crayfish (*Procambrus* sp.) from the project area to the maximum extent possible using a Service-approved biologist.

BIO-33: USFWS Measure: To reduce transmission of pathogens between project sites, Caltrans will ensure that Service-approved biologists follow the Declining Amphibian Populations Task Force fieldwork code of practice at all times.

Mitigation Measures

BIO-19: Exclusionary Nets for NOAA: Exclusionary nets will be set up to exclude fish from the project site prior to installation of the water diversion. Any fish found within the project site will be moved upstream of the project site and released. All exclusionary and removal activities

will be conducted by a NOAA approved ichthyologist with experience in identifying southern steelhead trout.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

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

Less Than Significant With Mitigation Incorporated - There are three habitats identified near the project area (CNDDDB, 2017) within the Pitas Point and Matilija Quadrangles. They are Southern California Steelhead Stream, Southern Coast Live Oak Riparian Forest, and Southern Sycamore Alder Riparian Woodland.

Southern California Steelhead Stream

Southern steel head trout streams tend to be drier than those that occur in Northern California. Steelhead trout have adapted to these drier conditions by spending less time in the streams and use the opportunity when streams are accessible to swim up-stream to spawn or out to the open ocean. These windows for swimming up or downstream occur during the winter time when the water flows are strongest. The proposed project is likely to adversely affect southern steelhead trout and its designated critical habitat. Sediment blooms will be discharged into the downstream waters during the installation and removal of the water diversion; however, they are not anticipated to be severe enough to result in steelhead mortality.

Southern Coast Live Oak Riparian Forest

The southern coast live oak riparian forest community is dominated by dense stands of coast live oak trees. These trees are often growing in very steep; raised stream banks and terraces. Other tree species in this community include western sycamore, willow, and Mexican elderberry. The understory includes toyon, laurel sumac, California wild rose, poison oak, and currants.

Southern Sycamore Alder Riparian Woodland

Southern sycamore alder riparian woodland is a streamside woodland dominated by western sycamore and white alder. The alder trees favor higher elevations along perennial streams, whereas sycamore favors more intermittent stream flow. Sycamores tend to grow well with open canopy space, as they appear as scattered clumps in a shrubby thicket of evergreen and deciduous species. Southern sycamore alder riparian woodlands are commonly found along rocky stream beds that are subject to seasonal high-intensity flooding. Other vegetation associated with this woodland is Mexican elderberry (*Sambucus nigra*), Douglas mugwort (*Artemisia douglasiana*), poison oak, California black elderberry, tree tobacco (*Nicotiana glauca*), black mustard, and a host of non-native annual grasses.

Table 3 Riparian Habitat Impacts and Proposed Mitigation Ratios

Habitat Type	Amount of Habitat Present	Proposed Mitigation Ratio
White alder (<i>A. Rhombifolia</i>)	7 trees	Hydroseed
Western sycamore (<i>P. Racemosa</i>)	5 trees	5:1 5 gallon plantings (25 total)

Avoidance and Minimization Measures

BIO-4: Native Tree Replacement: Natural existing native trees shall be replaced at a ratio of 1:1 on-site. Additional biological provisions shall be replaced at a negotiated rate with jurisdictional agencies.

BIO-5: Access Path: Access will be limited to one pathway only. The designed pathway will have the least impact to the native plants and riparian habitat. Access limit will be flagged or marked out. Access path will be blocked so as not to allow public access upon project completion.

BIO-12: ESA Fencing: Construction limits will be marked in the field and indicated by flagging, stakes, and construction ESA fencing. Construction personnel would be instructed on the ecological sensitivity of the area.

BIO-30: USFWS Measure: Caltrans will conduct all refueling, maintenance, and staging of equipment and vehicles at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain towards aquatic habitat. Caltrans will ensure that contamination of habitat does not occur during such operations. Caltrans will ensure a spill response plan is in place prior to onset of work.

BIO-35: USFWS Measure: Caltrans will not use herbicides as the primary method to control invasive, exotic plants. If herbicides are the only feasible method for controlling invasive, exotic plants Caltrans will implement the protective measures described in the avoidance and minimization measure 18 of the PBO to reduce drift and overspray of herbicides in the project area.

BIO-45: Weed Abatement: A weed abatement program will be developed to minimize the importation of nonnative plant material during and after construction. Eradication strategies would be employed should an invasion occur. At a minimum, this program will include the following measures:

- During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another.

- During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible.
- During construction, the contractor shall ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust.
- During construction, the contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust.
- During construction, soil/gravel/rock will be obtained from weed-free sources.
- Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- After construction, affected areas adjacent to native vegetation will be revegetated with plant species approved by the District Biologist that are native to the vicinity.
- Replacement tree planting shall occur within suitable, onsite areas at ratios that ensure success of the planted species;
- After construction, all revegetated areas will avoid the use of species listed on Cal-IPC's California Invasive Plant Inventory.
- The planting of invasive trees shall be prohibited.
- Erosion control and revegetation sites will be monitored for 2 to 3 years after construction to detect and control the introduction/invasion of nonnative species.
- Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist and Landscape Architect.

Mitigation Measures

BIO-27: Compensatory Mitigation: Revegetation will be done on-site after construction with the landscaping plan approved by the Division of Environmental Planning, Office of Biological Services.

BIO-28: Compensatory Mitigation: Off-site biological provisions are proposed in anticipation of permit conditions from ACOE, RWQCB, USFWS, NMFS, and CDFW. At a minimum, all vegetation within the project limits will be replaced at a 5:1 for permanent impacts or 2:1 ratio for temporary impacts, respectively, or hydroseed in appropriate areas. Off-site biological provisions will be negotiated with all appropriate agencies to fully restore, create, and/or enhance

riparian and upland habitat. Potential avenues for off-site mitigation include efforts with USFS and/or Ojai Valley Lands Conservancy.

BIO-23: Final Project Report: A Final Project Report will be submitted to USFWS, NOAA, CDFW, ACOE, and RWQCB once the project and all monitoring has been completed.

BIO-34: USFWS Measure: Caltrans will revegetate the project site using an assemblage of native vegetation suitable to the area. Caltrans will control invasive, exotic plants to the maximum extent practicable.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

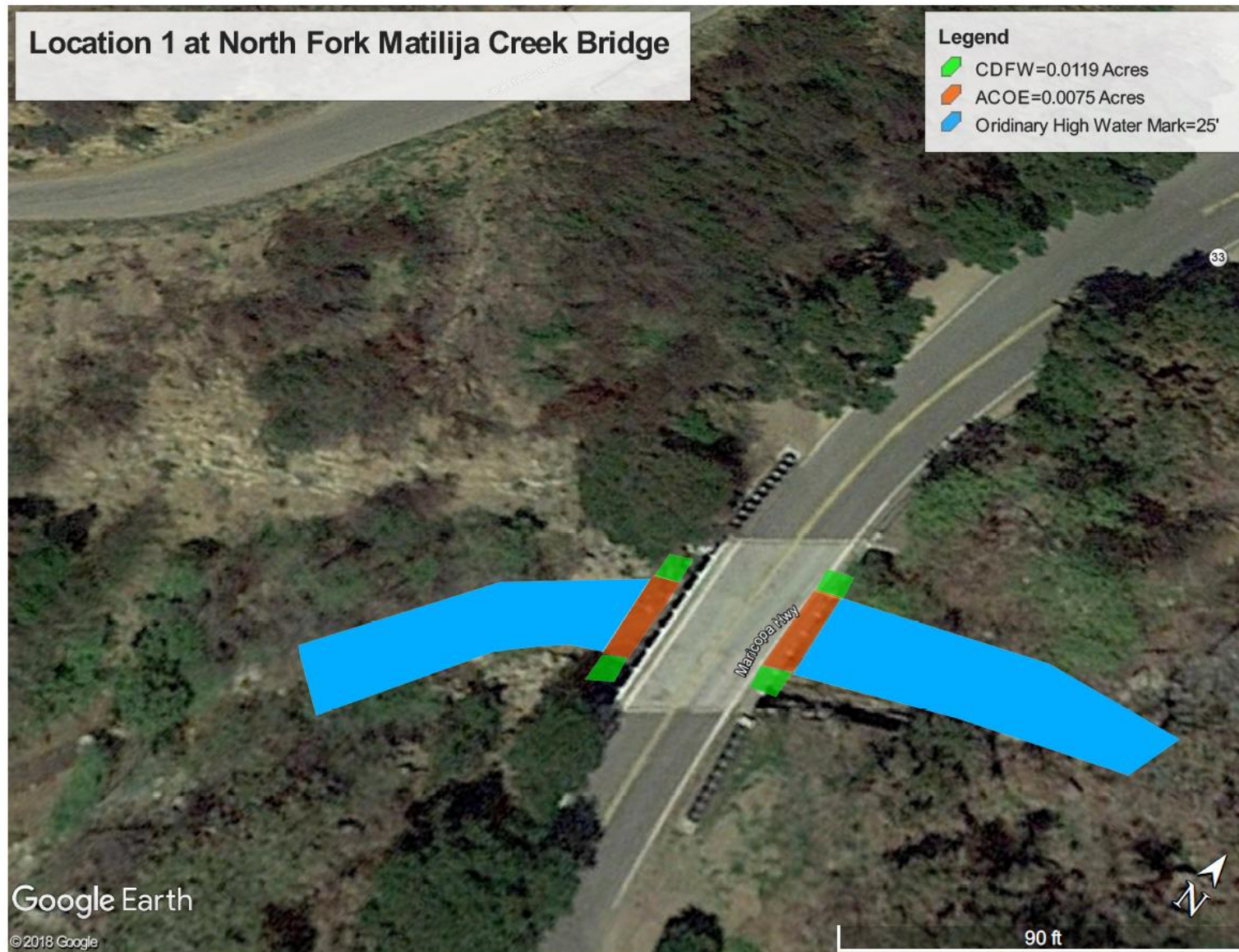
Less Than Significant With Mitigation Incorporated - Drainage features subject to the jurisdiction of the United States Army Corps of Engineers (USACE), the California Department of Fish and Wildlife (CDFW), or the Regional Water Quality Control Board (RWQCB) within the BSA are shown in figures 14 – 16 below. Permanent and temporary impacts to jurisdictional waters are listed in the table below. Regulatory permits from these agencies will be obtained for project impacts to jurisdictional drainages.

Table 4 Potential Temporary/Permanent Impacts to Jurisdictional Waters

Feature Name	Potential Temporary Impacts in Project Area	Permanent Impacts to Jurisdictional Waters
Location 1: (Bridge #52-0173, SR-33)	0.3168 acres	Bridge Widening: CDFW=0.0119 Acres ACOE=0.0075 Acres
Location 2: (Bridge #52-0044, SR-33)	0.5852 acres	Bridge Widening: CDFW=0.0253 Acres ACOE=0.0217 Acres
Location 3: (Bridge #52-0003, SR-1)	0.2387 acres	Bridge Widening: CDFW=0.00034 Acres ACOE=0.0025 Acres

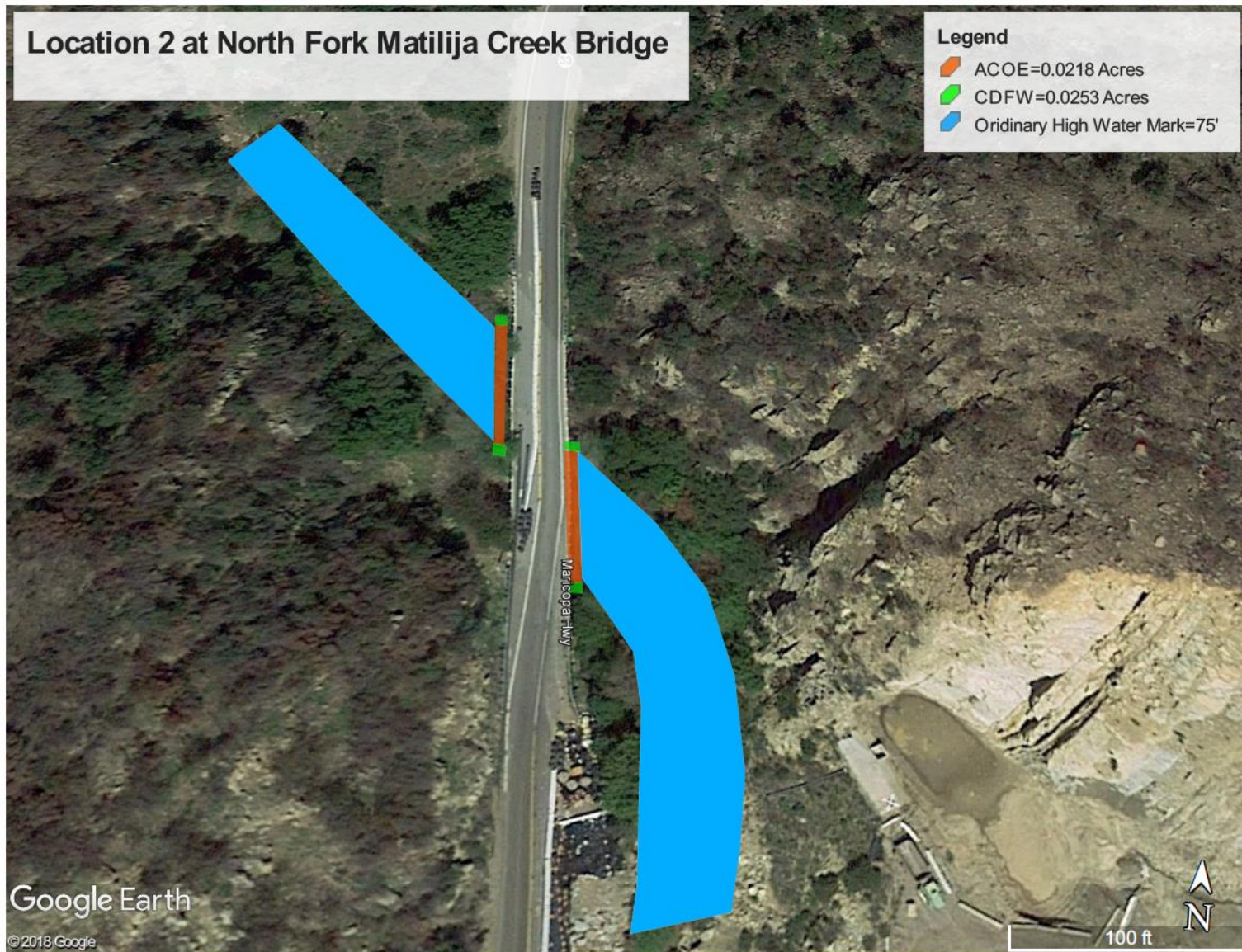
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Figure 14 Project Location 1 Permanent Impacts Area (Jurisdictional Waters)



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Figure 15 Project Location 2 Permanent Impacts Area (Jurisdictional Waters)



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Project Location 3 Permanent Impacts Area (Jurisdictional Waters)



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Avoidance and Minimization Measures

BIO-3: Water Quality BMPs: All applicable Construction Best Management Practices for water quality shall be implemented to minimize project affects to jurisdictional drainages. All Federal and State litter laws shall be followed by the contractors.

BIO-7: Staging Area: Vehicle maintenance will not be conducted in the streambed, herein defined as the channel through which a natural stream of water runs or used to run.

BIO-8: Environmentally Sensitive Area: An ESA shall consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of existing vegetation, or protection of biological habitat as shown on the plans.

BIO-9: Ground Water: Ground water seepage within the project area will be containerized and taken off-site to prevent sediments from traveling downstream.

BIO-15: Do Not Work in Flowing Water: Work will take place during the dry season (April 15th-October 31st) and a water diversion method will ensure the work area is free from moisture.

BIO-16: Sedimentation Control Measures: Typical sediment control devices include siltation curtains, sandbags, hay bales, filter fabrics, and fiber rolls. Caltrans and CDFW manuals provide instruction and appropriate methodologies for deployment of sediment control devices.

BIO-17: Prevent Spills and Leakage from Heavy Equipment: Heavy equipment shall be positioned away from the creek channel at the end of each workday. All heavy equipment will be checked for oil leaks, gas, hydraulic fluid, and any other pollutant which could impact water quality and instream habitat each workday prior to being deployed into the project area. Drip pans should be installed on all equipment working in the project area to control leaks and for the purpose of avoiding water quality impacts to surface waters.

BIO-20: Water Diversion Plan: A Water Diversion Plan shall be developed and implemented to de-water the construction zone at all three locations in consultation with NOAA, CDFW, USFWS, ACOE, and RWQCB. The plan will include measures to divert water through the project site to reduce turbidity and prevent sediments from entering the stream course.

BIO-31: USFWS Measure: If dewatering is necessary, Caltrans will pump or release water downstream at appropriate rates to maintain downstream flows. Caltrans will remove any diversions or barriers to flow following construction in a manner that would resume flows with the least disturbance to substrate. Caltrans will minimize alteration of the stream bed and remove any imported material from the stream bed following construction.

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 With Mitigation Incorporated - Changes to the morphology North Fork Matilija Creek could have a negative effect on the ability of southern steelhead trout individuals

to migrate through the project area until such time as large storm flows have returned the creek to a more natural morphology.

Avoidance and Minimization Measures

BIO-36: Caltrans will incorporate all applicable Reasonable and Prudent Measures as identified in the Biological Opinion issued by National Marine Fisheries Service in accordance with 50 CFR 402.02.

BIO-37: Caltrans shall retain at least 2 biologists with expertise in the areas of resident or anadromous salmonid biology and ecology, fish/habitat relationships, biological monitoring and handling, collecting, and retaining salmonid species.

BIO-38: Caltrans biologists shall identify and evaluate the suitability of downstream and upstream steelhead relocation habitat(s) prior to undertaking the dewatering activities that are required to isolate the work area from flowing water. The biologists shall evaluate potential relocation sites based on attributes such as adequate water quality, cover, and living space.

BIO-39: Steelhead shall be handled with extreme care and kept in water to the maximum extent possible during rescue activities. All captured fish must be kept in cool, shaded, and aerated water protected from excessive noise, jostling, or overcrowding or potential predators any time they are not in the stream, and fish will not be removed from this water except when released. Captured salmonids will be relocated as soon as possible to an instream location in which suitable habitat conditions are present to allow for adequate survival for transported fish and fish already present. Fish will be distributed between multiple pools if biologists judge that overcrowding may occur in a single pool.

BIO-40: Caltrans biologist shall contact NMFS immediately if one or more steelhead are found dead or injured. The purpose of the contact shall be to review the activities resulting in take and to determine if additional protective measures are required. All steelhead mortalities shall be retained, frozen as soon practical, and placed in an appropriate-sized sealable bag that is labeled with the date and location of the collection and fork length and weight of the specimen(s). Frozen samples shall be retained by the biologist until additional instructions are provided by NMFS. Subsequent notification must also be made in writing to NMFS within 5 days of noting dead or injured steelhead. The written notification shall include (1) the date, time, and location of the carcass or injured specimen; (2) a color photograph of the steelhead; (3) cause of injury or death; and (4) name and affiliation of the person who found the specimen.

BIO-41: Caltrans biologists shall monitor all construction activities, instream habitat, and performance of sediment-control devices for the purpose of identifying and reconciling any condition that could adversely affect steelhead or their habitat. The biologists shall be empowered to halt work activity and to recommend measures for avoiding adverse effects to steelhead and their habitat. The biologists shall immediately contact NMFS upon making a determination that unforeseen effects have occurred, which could have an adverse effect on steelhead or aquatic habitat not previously considered.

BIO-42: Erosion control or sediment-detention devices (e.g. settling tank) shall be installed prior to the time of construction activities and incorporated into Caltrans' maintenance activities. These devices shall be in place throughout the entirety of the proposed action as necessary, including the wet season, for the purpose of minimizing sediment and sediment-water slurry input to flowing water. Sediment collected in the devices shall be disposed off-site and not allowed to enter the creek channel.

BIO-43: Caltrans shall provide the final design plans and notify NMFS when the proposed action will take place 14 days prior to the beginning of construction so NMFS, at its discretion, may periodically observe project construction and other activities. These observations may help in devising ways to reduce adverse impacts to steelhead and their habitat for this project and for future projects of similar nature.

BIO-44: Caltrans shall provide a written report to NMFS by January 15 of the year following the project. The report will contain at a minimum the following information: construction-related activities, fish relocation, and revegetation.

Mitigation Measures

BIO-22: Creek Restoration: Caltrans will restore North Fork Matilija Creek to pre-construction conditions by replacing any boulders moved back to their original locations and blending the widened portion of the creek into the existing creek bed. This includes placing fines, gravel, rock, and boulders within the widened portion of the creek to simulate a natural stream environment as well as replanting removed riparian vegetation to provide shade for the creek. A Stream Restoration Plan will be developed by Caltrans in conjunction with a qualified hydraulics engineer to ensure that the morphology of the stream will not be affected in such a way as to prevent fish migration and passage through the project area.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact – The proposed project will not Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

2.5 Cultural Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

Environmental Setting

The information in this section is based on an Archaeological Survey Report (ASR) prepared for this project completed in September 2018. Methods used to complete the technical studies included defining the Area of Potential Effects (APE), conducting a records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC), reviewing other pertinent cultural resources documentation, reviewing historical information, contacting the Native American Heritage Commission (NAHC) and consulting with interested Native Americans, conducting archaeological and built environment field surveys, and analyzing the results in the technical documentation.

The records search, background study, and field surveys have determined that there are no archaeological resources within or adjacent to the project sites. The field survey documents extensive ground disturbance within the APE as a result of the construction of the bridges and roads. Given prior disturbance from these construction activities, it is not anticipated that there are intact sediments within the first 15-20 feet below the surface at each embankment where the deepest excavation is proposed. This indicates a low likelihood that any archaeological resources would be impacted by the development of the current project.

All three bridges have been determined ineligible for inclusion to the National Register of Historic Places. Caltrans, in accordance with Section 106 PA Stipulation VIII.C.5 has determined there are properties within the APE that were previously determined not eligible for inclusion in the NRHP and those determinations remain valid. Additionally, Caltrans, pursuant to PRC 5024 Memorandum of Understanding Stipulation VIII.C.5, has determined that the three bridges are state-owned cultural resources that previously were determined not eligible for inclusion in the NRHP or for registration as California Historical Landmarks and that determination is still valid.

CEQA Significance Determinations

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact – The proposed project would not cause a substantial adverse change in significance of a historical resource as defined in §15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact – The proposed project would not cause a substantial adverse change in significance of an archaeological resources pursuant to §15064.5.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact – The proposed project would not directly or indirectly destroy a unique

paleontological resource or site or unique geologic feature.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact – No human remains are known to exist within the project APE. Therefore, construction of the Build Alternative would not impact known human remains. If human remains are exposed during construction, standard measures require compliance with State Health and Safety Code Section 7050.5, which states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and that the Los Angeles County Coroner shall be contacted.

Avoidance and Minimization Measures

CUL-1: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CUL-2: If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Kelly Ewing-Toledo, District Environmental Branch - Cultural Resources so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

CUL-3: The maximum depth of excavation and location of buried utility relocations must be cleared by either Caltrans Professionally Qualified Staff (PQS) or contractor provided cultural resource specialists who meet the Secretary of the Interior's Professional Qualification Standards.

2.6 Geology and Soils

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to 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 type="checkbox"/>	<input checked="" 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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<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 waste water disposal systems where sewers are not available for the disposal of waste water?

☐☐☐☒

Regulatory Setting

Topographic and geologic features are protected under the California Environmental Quality Act (CEQA). This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department's Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

Environmental Setting

This section describes geologic, soils, and seismic conditions near the project area; an analysis of potential environmental impacts of the project alternatives on these conditions and potential impacts of geotechnical conditions on the transportation facility is also included. This section assesses potential impacts from faulting, seismicity, and liquefaction to the proposed project. The geologic and geotechnical conditions and subsequent conclusions presented in this section are based on the District Preliminary Geotechnical Report (Caltrans, January 2018) prepared for the project.

Site Topography

The topography of Route 1 at Willow/Los Sauces Creek Bridge is relatively flat. The roadway runs along the bottom of seaward-facing coastal bluffs. The bridge crosses over Willow/Los Sauces Creek, which is a small stream that flows southwesterly from the bluffs out to the Pacific Ocean.

Both North Fork Matilija bridges are located on Route 33 in mountainous terrain at the base of Nordhoff Ridge in the Santa Ynez Mountains. The roadway is typically located in cut sections through the side slopes of the valley formed by North Fork Matilija Creek, a tributary of the Ventura River. Route 33 frequently crosses over North Fork Matilija Creek, hence several bridges in Ventura County with the same name. Both bridges are within ¼ mile of Matilija Lake, a mostly silted-up reservoir on Matilija Creek formed by Matilija Dam, a concrete arch dam completed in 1947.

Regional and Site Geology

All three project sites are located within the Transverse Ranges geomorphic province. The Transverse Ranges Province is composed of east-west trending mountain ranges, unlike the adjacent Coast and Peninsular Ranges, which typically run parallel to the Pacific Coast.

Willow/Los Sauces Creek Bridge No. 52-0003 on Route 1 is located along the Pacific Coast to the south of the Santa Ynez Mountains. It is within the Rincon Oil Field which follows the Ventura Anticline (Rincon Trend). The bridge site is near the hinge or crest of the anticline. The site is mapped as Quaternary Alluvium, floodplain deposits of silt, sand, and gravel. The adjacent bluffs are mapped as Pico Formation sandstone. The Pico Formation is a marine formation of Pliocene to Pleistocene age. Depth to bedrock is unknown due to the lack of Log of Test Borings for the original construction.

North Fork Matilija Bridge No. 52-0044 on Route 33 is located in the Santa Ynez Mountains just east of Matilija Lake Reservoir. The site is mapped as Matilija Sandstone, a marine, middle to late Eocene aged sandstone bedding in this area is mapped as vertical. Bedrock is estimated to be at or very near the surface.

North Fork Matilija Bridge No. 52-0137 on Route 33 is also located in the Santa Ynez Mountains. It is ¼ mile northeast of Matilija Lake Reservoir. The site is mapped as stream channel deposits of gravel and sand underlain by the Juncal Formation. Depth to bedrock is unknown due to the lack of Log of Test Borings for the original construction. The Juncal Formation is a marine, early to middle Eocene aged shale with interbeds of sandstone. Bedding of the underlying Juncal Formation is mapped as vertical to overturned in the area.

Groundwater

Since all three bridges cross active waterways, the possibility of encountering surface water is high. The possibility of encountering groundwater at Willow /Los Sauces Creek Bridge is high due to the documented high flow in the stream, the proximity to the Pacific Ocean, and the existing footings being roughly at sea level.

No information on the depth to groundwater at any of the project sites is available from the Department of Water Resources' Data Library, or the State Water Resources Control Board's Geotracker websites. The possibility of encountering groundwater at Willow/Los Sauces Creek Bridge is high due to the documented high flow in the stream, the proximity to the Pacific Ocean, and the existing footings roughly at sea level.

A site-specific investigation will be conducted in the design phase to investigate the subsurface conditions including depth to groundwater at all three bridge locations.

CEQA Significance Determination

a) Expose people or structures to 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?

No Impact – None of the sites are within an Alquist-Priolo Earthquake Fault Zone. Also, none of the sites are located within 1000 ft. of a Holocene fault, therefore the potential for surface fault rupture is negligible.

ii) Strong seismic ground shaking?

Less Than Significant Impact – All of the projects sites may be subject to strong ground motions from nearby earthquake sources. Those faults include the Santa Ynez fault zone (Pacific Section) with a Maximum moment magnitude of $M_{Max}=7.2$, located approximately 0.98 mile north of the North Fork Matilija Creek Bridge No. 52-0044 site, and 0.72 mile north of the North Fork Matilija Creek Bridge No. 52-0173 site. Also, using the United States Geological Survey Interactive Deaggregation Tool, the controlling probabilistic fault scenario for the Willow/Los Sauces Creek Bridge site was determined to have a design magnitude of $M = 6.71$ and site-to-fault distance of about 3.02 miles. The peak ground acceleration for the North Fork Matilija Creek sites is 0.7g. and 0.76g for the Willow/Los Sauces Creek Bridge site. Peak Ground Acceleration is a measurement of maximum ground acceleration in a particular area and can be described as how hard the ground may shake in a given geographic area based on several factors. In general, the project facilities can be designed to accommodate the expected ground accelerations through compliance with applicable building and seismic codes. As a result, the potential for structural damage can be substantially reduced or avoided through seismic engineering design. Therefore, potential impacts are considered to be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact – The California Geological Survey (CGS, 2002) has mapped the general area for all three project sites as being within a potentially liquefiable zone. However, due to the existence of shallow bedrock at both North Fork Matilija sites, the liquefaction potential at these locations is nonexistent. Liquefaction potential under strong shaking at the Willow/Los Sauces Creek Bridge site potentially exists. Liquefaction potential confirmation would be required during the design phase. Site specific soil borings will be conducted in order to confirm soil liquefaction potential. The potential impacts to facilities and structures can be substantially reduced based on design and construction, consistent with the recommendations of the detailed geotechnical investigations prepared during final design.

iv) Landslides?

Less Than Significant Impact – North Fork Matilija Bridge No. 52-0173 is mapped by the California Geological Survey as being within a zone that is susceptible to seismically-induced landslide. The proposed project would require a slope stability analysis to be performed for the embankments in the final design Foundation Report. The geotechnical conditions in the project area would be assessed in detail, and project-specific findings and recommendations would be incorporated into the final design of the proposed project. With design and construction of the proposed project consistent with the Caltrans Highway Design Manual (2016), other required standards, and the recommendations from the Final Foundation Report and Geotechnical Design Report, impacts associated with landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact – Construction of the proposed project could temporarily disturb soils in the project area. Excavated soil in construction areas would be exposed, resulting in increased potential for soil erosion during construction compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. During all project construction activities, the construction contractor would be required to adhere to the requirements of the General Construction Permit and to implement erosion and sediment control BMPs specifically identified in the project Storm Water Pollution Prevention Plan. Potential soil erosion impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact – As discussed above, there is a potential for landslides and liquefaction within project areas. However, design and construction of the proposed project would be consistent with the Caltrans Highway Design Manual (2016), other required standards, and recommendations from the Foundation Report and Geotechnical Investigation Report. In addition, the proposed project would modify an existing facility. The likelihood of the geologic unit or soil becoming unstable as a result of the proposed project is low. Therefore, impacts associated with landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact – The resources most often affected by expansive soils are structures. Even though expansive soils are scattered throughout the County, their potential impact on structures is limited to just a few developed areas including portions of the Ojai Valley. The presence of expansive soils in developed areas presents no threat, however, because soils tests and engineering solutions can overcome the dangers of expansive soils. Soil expansion potential would be further evaluated and recommendations for design identified as part of the geotechnical investigation. With compliance with the project-specific findings and recommendations summarized in the Foundation Report and Geotechnical Investigation Report, potential impacts related to expansive soil would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact - The proposed project does not involve the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Avoidance and Minimization Measures

GEO-1: A site-specific investigation will be conducted at the final design phase to investigate the subsurface conditions including depth to groundwater at all three bridge locations.

GEO-2: A scour study must be done during the final design phase, especially if embankment fills are planned for the bridge widenings.

GEO-3: A site-specific analysis is required to be performed during the design phase when a more accurate estimate of the seismicity can be obtained from borings performed during a geotechnical investigation.

GEO-4: A site-specific investigation will need to be conducted during the design phase to further assess the risk of liquefaction and seismically-induced landslides.

GEO-5: Subsurface exploration will be required to characterize the site and obtain information about soil/bedrock and groundwater conditions, corrosion, site-specific data, and other pertinent geological information.

2.7 Green House Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows the CEQA checklist and related discussions.

2.8 Hazards and Hazardous Materials

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Regulatory Setting

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection. Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Environmental Setting

Information regarding hazardous wastes/hazardous materials was obtained from a *Hazardous Waste Assessment* prepared in November 2017. The assessment generally consists of a project evaluation, a departmental record review, regulatory agency records review, and a general field visit. Key elements of the project scope of work will involve environmental issues common to highway construction projects. Of particular concern were the potential occurrence of treated wood waste, asbestos containing material (ACM), aerially deposited lead (ADL), lead based paint, gas/oil/water pipelines, thermoplastic traffic stripes, and excess groundwater.

CEQA Significance Determination

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact - The Hazardous Waste Assessment has identified the potential for the presence of Treated Wood Waste, Asbestos Containing Material, Aerially Deposited Lead and Lead Based Paint. All standard measures and Best Management Practices will be followed for the removal and transport of materials to an appropriate disposal facility.

Treated Wood Waste (TWW)

The removal of wooden guard rails with wood posts and metal beam guard rail (MBGR) is a potential source of hazardous waste material. These existing wooden guard rails and MBGR were treated with chemical preservatives such as arsenic, chromium, copper arsenate, and pentachlorophenol to preserve wood of their structural property. Once removed they are considered as treated wood waste (TWW). TWW is a non-RCRA (California) hazardous waste and its handling, storage, transportation, and disposal are subject to California hazardous waste regulations.

Asbestos Containing Material (ACM)

Asbestos containing material (ACM) are sometimes placed as an adhesive on railing and between wood posts and the metal rail of MBGR. The wood posts and ACM, if present, require special handling and disposal as hazardous waste. North Fork Matilija Creek Bridge No. 52-0173 was built in 1947 and the joint seal may present a potential for ACM. Joint seal Type A or B installed after 1965 is composed of polyurethane or silicone, which are non-hazardous material. No report was produced that documents replacement of the joint seal on this bridge. An asbestos survey is required to identify ACM.

Aerially Deposited Lead (ADL)

Widening the approach and departure of the three bridges will require relocation of MBGR and crash cushions. Exposed soil associated with this work may contain Aerially Deposited Lead. Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project sites. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met. The construction contractor is required to provide a task-specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead while handling and/or removing excess soil potentially contaminated with ADL.

Lead Based Paint

Yellow paint was observed on the oil pipeline protective barrier on the southbound side of Willow/Los Sauces Creek Bridge. The barrier was installed by Rinco Partnership Ltd to protect its oil lines. It consists of two rows of 4" diameter steel pipes that were fixed to the ground by vertical pipes of the same diameter. This protective barrier will be replaced by MBGR. If the protective barrier is removed by Rinco Partnership Ltd, an Encroachment Permit with submittal of a work plan describing the procedure for removal and measures to protect workers and the environment prior to start of work. If work is performed by Caltrans, an appropriate standard special provision for handling and disposal will be provided during the final design phase of the project.

A water pipeline that is coated with white paint, about 5" in diameter, is located on the on the southbound side of Willow/Los Sauces Creek Bridge. This pipeline needs to be removed or relocated because it is in the location of the proposed concrete barrier. Disposal of the pipeline is a concern because of the potential for lead-based paint. If the utility company removes the pipeline, it must be performed under an Encroachment Permit with submittal of a work plan describing the procedure for removal and measures to protect workers and the environment prior to start of work.

Avoidance and Minimization Measures

HAZ-1: Incorporate Standard Special Provision 14-11.14 for handling, storing, transporting, and disposing of treated wood waste.

HAZ-2: Prior to start of work, a work plan must be submitted to Caltrans for review by the utility company(s) replacing or removing utilities.

HAZ-3: Removal of the wood posts, railings, MBGRs, and piping may result in debris from the TWW, paint, concrete and ACM entering the underlying creeks and water. These activities must be performed to capture any debris that may fall into the water and soil below. The soil must be sampled after completion of work to ensure that no debris remains in the soil. All debris falling on the ground or into the water must be immediately cleaned up and work stopped until debris is removed.

HAZ-4: An asbestos survey is required to identify ACM in concrete, shims and any other sealants.

HAZ-5: A Dust Control Plan will be prepared and approved by the South Coast Air Quality Management District (SCAQMD) before commencing any work in areas containing ACM. The Dust Control Plan will outline procedures to prevent dust emission during excavation, stockpiling, transportation, or placement of materials containing ACM.

HAZ-6: A project-specific Aerially Deposited Lead Site Investigation (SI) must be performed in the final design phase to adequately evaluate and determine the concentrations of lead in soil for health and safety of workers and disposal options. If ADL contaminated soil is reused, it can be

considered minimal disturbance. If ADL soil is contaminated, then the soil requires disposal. The SI will determine disposal options.

HAZ-7: The Contractor is required to provide a task-specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead while handling and/or removing excess soil potentially contaminated with ADL. The LCP must be prepared by a Certified Industrial Hygienist.

HAZ-8: If the project requires imported borrow, the source of the import borrow shall be tested and free of contamination prior to placement.

HAZ-9: The submittal of a work plan is required by Rinco Partnership Ltd to Caltrans for review, and a health and safety plan to protect workers from the released leaded fume if it is torch-cut before removal. If Caltrans performs the work, there is a need for handling and disposal.

HAZ-10: The local riverbed and unpaved soil at Willow/Los Sauces Creek Bridge will require protection so that debris does not fall into the river. Testing of unpaved soil below the work area is required to ensure soil was not impacted during construction.

HAZ-11: Ground and surface waters need to be investigated during the PS&E phase to determine disposal alternatives. Groundwater will require containerization, testing, and disposal or discharge through an NPDES permit or sewer permit.

HAZ-12: The waste generated by the removal of yellow thermoplastic stripe or yellow paint is considered to be hazardous and requires disposal to a Class I facility. Standard Special Provision SSP 14-11.12 will be incorporated for this purpose.

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?

Less Than Significant – The likelihood of the project posing a significant hazard to the public due to accident conditions is low and a less than significant impact.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact – The proposed project is not located within one-quarter mile of an existing or proposed school, therefore no impact will occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact – Neither the project site nor the adjoining parcels are located on the “Cortese List” of hazardous materials sites as compiled pursuant to Government Code Section 65962.5. Therefore, no impact would occur.

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 for people residing or working in the project area?

No Impact – The project area is not located within an airport land use plan nor within two miles of a public airport or public use airport. Therefore, no safety hazard for people residing or working in the project area would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact – The project area is not located within the vicinity of a private airstrip. Therefore, no safety hazard for people residing or working in the project area would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact - The proposed project may result in short-term effects on emergency response and evacuation along and in the vicinity of the project sites. Therefore, a Traffic Management Plan (TMP) will be prepared to direct traffic operations during construction. The TMP includes traffic mitigation strategies for the duration of construction, addresses lane closure requirements, and seeks to inform the public and motorists regarding the construction schedule and anticipated traffic delays during construction. Partial traffic closure will be required during construction work hours at Willow/Los Sauces Creek Bridge from 9 AM to 4 PM. Two through-traffic lanes would be provided during construction work hours. Partial traffic closure will also be required at Fork Matilija Creek Bridges during the same construction work hours. One through-traffic lane, not less than 10 feet in width would be provided for use by both directions of travel for both locations. Outside of the construction area, traffic will continue to utilize the original highway configuration. As required by the respective standards of Caltrans and the affected jurisdictions, emergency access would be maintained or provided as part of the final project design. As with any freeway or highway construction project, the closure of any lanes during construction will be coordinated with local emergency services. Collectively, these project features would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access through active construction areas. The proposed project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. With implementation of the identified project features, potential impacts related to emergency response times and plans would be less than significant.

2.9 Hydrology and Water Quality

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The State Water Resource Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives and beneficial uses) required by the Clean Water Act and for regulating discharges to ensure compliance with the water quality standards. These guidelines are set forth in California's Porter-Cologne Act, enacted in 1969, that provides the legal basis for water quality regulation within California.

The SR-33 sites are located within the jurisdiction of the Los Angeles Regional Water Quality Control Board and within the Ventura River watershed. The Ventura River watershed is located in the northwestern portion of Ventura County with a small portion in the southeastern portion of Santa Barbara County. The watershed drains a fan-shaped area of about 220 square miles with an elevation from 6,000 feet to sea level. The Ventura River has several major tributaries, including Matilija Creek, North Fork Matilija Creek, San Antonio Creek, Coyote Creek and Cañada Larga. Matilija creek (15 miles) drains the Santa Ynez Mountains as it flows to the Matilija Reservoir and the Matilija Dam. The creek continues below the dam for about one-half

mile before it joins North Fork Matilija Creek. North Fork Matilija Creek, which is about 12 miles long, generally follows Highway 33 in the Los Padres National Forest until it joins Matilija Creek.¹ Although much of the watershed is undeveloped, pockets of urbanized areas are found throughout the middle and lower watershed, particularly the cities of Ojai and Ventura. The bulk of the watershed falls within unincorporated Ventura County and includes the communities of Casitas Springs, Foster Park, Oak View, Valley Vista, Mira Monte, Meiners Oaks, Upper Ojai and Live Oak Acres.² Land use in the watershed is predominantly open space with a mix of residential, agriculture, and industrial along the mainstem of the river.³

The SR-1 site is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board and within the Pitas Point Watershed. This watershed is one of four coastal watershed groups under the Miscellaneous Ventura Coastal Watersheds. These subwatersheds are physically independent from one and other. Willow Creek/Los Sauces Creek Bridge's watershed has a drainage area of approximately 5.5 square miles. The basin is 6.2% low intensity residential, 23.9% forest, and 69.9% Mountain terrain pasture and general undeveloped lands with sparse vegetation. This basin is west of Lake Casitas. Watershed elevations range from approximately 2148 feet to approximately 11 feet at this bridge site.

Section 303(d) of the Clean Water Act identifies waters that fail to meet standards for specific pollutants. If a State determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-source point controls (i.e., NPDES permits or Waste Discharge Requirements), the CWA requires the establishment of TMDLs. TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

The Ventura River and Tributaries Algae, Eutrophic Conditions, and Nutrients TMDL became effective June 28, 2013. The TMDL requires the Responsible Agencies, including Caltrans to reduce the waste loads of Total Nitrogen (TN) and Total Phosphorus (TP) in the discharges and receiving water. The Responsible Agencies and Caltrans shall meet the wet weather waste loads upon effective of the TMDL and meet the dry weather waste loads in six (6) years from the effective date of the TMDL. Caltrans will work with other Responsible Agencies to jointly comply with the TMDL. There is no TMDL for Pitas Point watershed.

Caltrans is expected to be in compliance with algae, eutrophic conditions, and nutrient waste load allocations in the Ventura River watershed. Caltrans controls the discharge of algae, eutrophic conditions, and nutrients through the control of sediment. Caltrans implements and maintains structural BMPs to mitigate sediment in the Ventura River watershed. Additionally, Caltrans implements control measures to prevent or minimize erosion and sediment discharge in the Ventura River watershed by protecting hillsides, intercepting and filtering runoff, avoiding concentrated flows in natural channels and drains, and not modifying natural runoff flow patterns.

¹ California Regional Water Quality Control Board, Los Angeles Region, November 2012. Algae, Eutrophic Conditions, and Nutrients Total Maximum Daily Loads for Ventura River and its Tributaries

² September 2004. Matilija Dam Ecosystem Restoration Feasibility Study

³https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/regional_program/Water_Quality_and_Watersheds/ventura_river_watershed/summary.shtml

Caltrans has also established a program to inspect roadside slopes for erosion on a five-year cycle. Road segments identified as prone to erosion and sediment discharge are prioritized for stabilization. For road segments that are located in sensitive watersheds, or where there is an existing or potential threat to water quality, slope stabilization activities will be prioritized for implementing appropriate controls to the maximum extent practicable based on available resources. Based on the review of the slopes, remedial measures are developed and can include minor grading, seeding, and installation of major slope stabilization systems.

CEQA Significance Determination

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant- The State Water Resources Control Board (SWRCB) administers water rights, sets water pollution control policy, and issues orders on matters of statewide application, and oversees water quality functions throughout the state by approving basin plans, total maximum daily loads (TMDLs) and National Pollutant Discharge Elimination System (NPDES) permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility. The SWRCB has identified Caltrans as an owner/operator of an Municipal Separate Storm Sewer System (MS4) under federal regulations. Caltrans' MS4 permit covers all Caltrans ROW, properties, facilities, and activities in the state. The permit has three basic requirements: Caltrans must comply with the requirements of the CGP; Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) BMPs, to the maximum extent practicable, and other measures as the SWRCB determines necessary to meet water quality standards. To comply with the MS4 permit, Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California, and describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff. Adherence to the applicable permits as well as the inclusion of project features and standard BMPs would ensure that impacts related to the violation of water quality standards or waste discharge requirements would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant- There are no recharge facilities within the project limits. The closest drinking water reservoir for any of the project sites is Lake Casitas which is located 4.5 miles from Willow Creek/Los Sauces Creek Bridge. It is not anticipated that the Build Alternative would substantially deplete groundwater supplies or interfere substantially with groundwater

recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant– Alterations in drainage patterns (i.e., the pattern in which storm water flows across the Earth's surface) may result from changes in topography and impervious surfaces (e.g., steeper slopes and an increase in impervious surfaces may increase the velocity of storm water drainage). Erosion is the loosening and transportation of the upper layers of rock and soil from the Earth's surface by wind, rain, or running water. Alterations in drainage patterns that increase the drainage velocity may result in increased erosion or siltation.

Total Disturbed Soil Area (DSA) for the project is estimated at 1.68 acre. The estimate was calculated by the total area of the shoulder widening, the bridge widening footing and the abutment widening areas. The net post project impervious surface area will increase about 0.20 acre for shoulder widening. All side slopes appear to be stable and very uniform with no signs of erosion. Hydraulic modeling of the Build Alternative resulted in negligible changes in the water surface elevations due to the widening of all structures. For the Willow Creek/Los Sauces Creek Bridge there was a 0.02 decrease in the average velocity of the flow accompanied with a rise of 0.01 feet. For North Fork Matilija Creek Bridge No. 52-0044 and Bridge No. 52-0173 there was a 0.15 decrease and 0.02 decrease in the average velocity of the flow, respectively, accompanied with a rise of 0.01 feet. The project would not alter the existing drainage pattern of the area that would cause substantial erosion or siltation either on or off-site.

e) 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?

No Impact – As mentioned above, the proposed project would add a relatively small amount of impervious surface area. Due to the size of the additional surface area, the proposed project is not expected to substantially increase rates of surface runoff.

f) Otherwise substantially degrade water quality?

No Impact – Compliance with the Clean Water Act (CWA) and pertinent Total Maximum Daily Loads (TMDL) standards, implementation of treatment controls, and consultation with the Caltrans National Pollutant Discharge Elimination System Storm Water Coordinator will bring the proposed project in compliance and eliminate any potential for scenarios that would otherwise substantially degrade water quality. Therefore, no impacts are anticipated. The proposed project will require a Section 401 water quality certification from the State Water Board.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact – The proposed project does not include the placement of any housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no impacts would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact – A HEC-RAS hydraulic model was created to cover all the aspects of the design and anticipated conditions. For the purpose of evaluating potential hydraulic impacts due directly to the construction of the widening strategy, the pre- and post-project conditions were evaluated using the HEC-RAS hydraulic model.

Hydraulic modeling of the Build Alternative resulted in negligible changes in the water surface elevations due to the widening of all structures. For the Willow/Los Sauces Creek Bridge there was a 0.02 decrease in the average velocity of the flow accompanied with a rise of 0.01 feet. For North Fork Matilija Creek Bridge No. 52-0044 and Bridge No. 52-0173 there was a 0.15 decrease and 0.02 decrease in the average velocity of the flow, respectively, accompanied with a rise of 0.01 feet. With these very minimal water surface increases to the design flood elevations there will not be any backwater conditions that would adversely affect the channel to pass the design flood event. Reviewing floodway boundaries from existing to proposed conditions, there was not any discernable changes in the lateral extents of the floodway boundaries due to the rise in the design flood elevations. Therefore, through hydraulic modeling it was determined that the proposed work will have no objectionable effects to the floodplain or its ability to pass the design-year flood event.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact – The project would not expose people or structures to significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

j) Inundation by seiche, tsunami, or mudflow?

No Impact – None of the project sites are not located within an area mapped within tsunami inundation zone.

2.10 Land Use and Planning

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the federal Coastal Zone Management Act (CZMA) of 1972. They include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments to enact their own local coastal programs (LCPs). This project is subject to Ventura County's local coastal program. LCPs contain the ground rules for development and protection of coastal resources in their jurisdiction consistent with California Coastal Act goals. A Federal Consistency Certification will be needed as well. The Federal Consistency Certification process will be initiated prior to FED and will be completed to the maximum extent possible during the NEPA process.

Environmental Setting

The project sites are located within areas of unincorporated Ventura County. The area in the vicinity of the bridges consist of a mixture of open space and industrial areas along SR-1, and open space along SR-33. The Willow/Los Sauces Creek Bridge is located in the Coastal Zone. The North Fork Matilija Creek Bridges are located within the Los Padres National Forest on Non-Forest Service Land. North Fork Matilija Bridge No. 52-0044 is adjacent to Schmidt Ojai Quarry, which mines crushed rock.

The Ventura County General Plan fulfills the requirements outlined in Section 65300 of the California Government Code which states, “Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city...” The General Plan identifies goals, policies, and programs relating to the preservation, conservation, production, and utilization of resources in Ventura County. Development in the area should remain consistent with the goals detailed in the General Plan, and policies and programs should be implemented in the most applicable manner possible, in order to meet the goals set out in the General Plan. The Ventura County General Plan is currently being updated, to more accurately reflect the goals, policies, and programs the County will implement to manage future growth and land uses.

Ventura County Coastal Area

The North Coast of Ventura County spans 12 miles from the northern County line at Rincon Point southward to the Ventura River. It encompasses coastal cliffs, formed by eroding marine terraces, a portion of the Santa Inez Mountains, narrow sandy beaches, rocky tidepools, and a perennial stream. Approximately 90 percent of the area inland of Highway 101 is open space or agriculture. Most of the land is owned in large parcels of 20 to 40 acres, or more. Oil wells and related facilities are scattered throughout the area. U.S. Highway 101 and the tracks of the Southern Pacific Railroad wind along the narrow strip of land at the base of the mountains.

The coastal area of unincorporated Ventura County is managed through the Ventura County Local Coastal Program (LCP) as an extension of the California Coastal Act. The Ventura County LCP was initiated in response to the 1976 mandate by the California Legislature for management, conservation, and development of coastal resources through this comprehensive planning and regulatory program. The Ventura County LCP consists of the Ventura County Coastal Area Plan and the Coastal Zoning Ordinance (CZO) with the primary goal of ensuring that local government’s land use plan, zoning ordinances, zoning maps, and implemented actions meet the requirements of, and implement the provisions and policies of the Coastal Act at the local level. In addition to being an element of Ventura County’s LCP, the Coastal Area Plan is also an Area Plan for the unincorporated coastal portions of Ventura County. The Coastal Area Plan addresses topics such as shoreline access and public trails; development in scenic areas, coastal hazards, and coastal bluffs; environmentally sensitive habitat areas; cultural resources; transportation; public services; and more. The LCP specifically applies to development undertaken in the unincorporated portions of the Coastal Zone of Ventura County. The proposed undertaking will be completely consistent with the goals set forth in the Ventura County LCP, and is subject to approval by Ventura County prior to commencement of construction.

Table 5 Coastal Act Consistency Analysis

Coastal Act Chapter Three Policy Area	Consistency Analysis
<p>Wetlands and Water Quality</p> <p>Coastal Act Section 30231. <i>The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</i></p>	<p>Off-site biological provisions are proposed in anticipation of permit conditions from ACOE, RWQCB, USFWS, NMFS, and CDFW. At a minimum, all vegetation within the project limits will be replaced at a 5:1 for permanent impacts or 2:1 ratio for temporary impacts, respectively, or hydroseed in appropriate areas. Off-site biological provisions will be negotiated with all appropriate agencies to fully restore, create, and/or enhance riparian and upland habitat.</p> <p>The proposed project would add a relatively small amount of impervious surface area. Due to the size of the additional surface area, the proposed project is not expected to substantially increase rates of surface runoff. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff. Adherence to the applicable permits as well as the inclusion of project features and standard BMPs would ensure that impacts related to the violation of water quality standards or waste discharge requirements.</p> <p>If dewatering is necessary, Caltrans will pump or release water downstream at appropriate rates to maintain downstream flows. Caltrans will remove any diversions or barriers to flow following construction in a manner that would resume flows with the least disturbance to substrate. Caltrans will minimize alteration of the stream bed and remove any imported material from the stream bed following construction.</p>
<p>Ventura County Local Coastal Program North Coast Subarea Policies</p>	<p>Consistency Analysis</p>
<p>Hazards Goal 1</p> <p><i>To protect public safety and property from naturally-occurring and human-induced hazards as provided in County ordinances.</i></p>	<p>All of the projects sites may be subject to strong ground motions from nearby earthquake sources. Liquefaction potential under strong shaking at the Willow/Los Sauces Creek Bridge site potentially exists. Liquefaction potential confirmation would be required during the design phase. There is a potential for landslides and liquefaction within project areas. Site specific soil borings will be conducted in order to confirm soil liquefaction potential.</p> <p>The design and construction of the proposed project consistent with the Caltrans Highway Design Manual (2016), other required standards, and recommendations from the Final Foundation Report and Geotechnical Design Report.</p>

CEQA Significance Determinations

a) Physically divide an established community?

No Impact – The proposed project does not propose additional lanes to the existing facility and would not physically divide an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact – The proposed project will not result in property acquisition. There is a need for temporary constructions easements (TCE) to cross adjacent properties during construction of the project. Any land used as a TCE during construction would be returned to its original or better condition prior to the return of that land to the original owner after completion of the construction activities requiring that TCE. The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact – The project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

2.11 Mineral Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Willow Creek/Los Sauces Bridge is located within the Rincon Oil Field in the Pico-Repetto Sandstone Play. The Pico-Repetto Sandstone Play contains both oil and gas fields, but the Rincon Oil Field is primarily oil. The oil field is still in production, even though it is mostly depleted. As such, the surrounding area has many oil pumps and petroleum production facilities. North Fork Matilija Bridge No. 52-0044 is adjacent to Schmidt Ojai Quarry, which mines crushed rock. North Fork Matilija Bridge No. 52-0173 is not located near any mapped mineral resources.

CEQA Significance Determinations

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact – The proposed project would not 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.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact – The proposed project would not 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.

2.12 Noise

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<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 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

CEQA Significance Determinations

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

No Impact – Project construction would not create a permanent increase in noise levels or not adhere to policies within the Ventura County General Plan. Post-construction noise levels would remain consistent with pre-construction noise levels. The project would have no impact on standards in the local general plan or noise ordinance, or applicable standards of agencies.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

No Impact – No sensitive human noise receptors were identified within the project vicinity and no excessive groundborne vibration is expected for project construction.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact – The project will not produce a permanent increase in ambient noise levels within the project vicinity. The noise level within the area will return to pre-construction conditions.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact – While ambient noise levels may temporarily or periodically increase above existing levels (without project) in the vicinity during construction, these levels are not considered substantial and the associated impacts are considered less than significant, and no mitigation is required.

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 expose people residing or working in the project area to excessive noise levels?

No Impact – The closest airport is Santa Paula Airport, located more 15 miles from any of the project sites. The project would not expose people within the project area to excessive noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact – The project is not located within the vicinity of a private airstrip.

2.13 Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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 substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact – The project will not cause or induce growth. Although the existing bridges would be widened, no lanes will be added and the capacity of the roadway will not increase.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact – There would be no impact as the project would not result in relocations or displacements.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact - There would be no impact as the project would not result in relocations or displacements.

2.14 Public Services

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a.i) Fire protection?

a.ii) Police protection?

a.iii) Schools?

a.iv) Parks?

a.v) Other public facilities?

No Impact - The project would not generate an increase in population and would not generate additional need for other public facilities that would require new or altered facilities. Therefore, there would be no impact.

2.15 Recreation

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

There are two public parks located within 0.5 miles of the project location at Willow/Los Sauces Creek Bridge: Pier Sholes Public Beach and Hobson County Park. A portion of the Coastal Trail is located within the project limits. There are no recreational facilities within 0.5 mile of the SR-33 sites.

CEQA Significance Determinations

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact – The project would not induce population growth nor substantially alter the public's ability to access these facilities. Therefore, the project would have no impact on 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.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact - There are currently Class II bike lanes within both shoulders at this location. These lanes will be maintained on each side of the bridge following construction. There would be no adverse physical effect on the environment as a result of this.

2.16 Transportation/Traffic

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

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CEQA Significance Determinations

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

No Impact – The project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

Sustainability

Caltrans has adopted “Toward an Active California,” the State Bicycle and Pedestrian Plan. This document is California’s first statewide plan that lays out the policies and actions that Caltrans and its partner agencies will take to achieve the department’s ambitious statewide goals to double walking and triple bicycling trips by 2020.

This project will help to promote active modes of transportation by allowing for pedestrians and bicyclists to use Willow Creek Bridge on State Route 1. During project design and through coordination with the County of Ventura and the California Coastal Commission, Caltrans will consider context-sensitive solutions in the development of the project’s design to promote Caltrans’ goals for sustainability.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact – The project would not Conflict with an applicable congestion management program.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact – This project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. There would be no impact.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact - The project will improve safety by eliminating existing safety hazards. It will be designed and built to current design standards. No design exceptions are anticipated. There would be no impact.

e) Result in inadequate emergency access?

Less than Significant Impact – The proposed project may result in short-term effects on emergency response and evacuation along and in the vicinity of the project sites. Therefore, a Traffic Management Plan (TMP) will be prepared to direct traffic operations during construction. The TMP includes traffic mitigation strategies for the duration of construction, addresses lane closure requirements, and seeks to inform the public and motorists regarding the construction schedule and anticipated traffic delays during construction. Partial traffic closure will be required during construction work hours at Willow/Los Sauces Creek Bridge from 9 AM to 4 PM. Two through-traffic lanes would be provided during construction work hours. Partial traffic closure will also be required at North Fork Matilija Creek Bridges during the same construction work hours. One through-traffic lane, not less than 10 feet in width would be provided for use by both directions of travel for both locations. Outside of the construction area, traffic will continue to utilize the original highway configuration. As required by the respective standards of Caltrans and the affected jurisdictions, emergency access would be maintained or provided as part of the final project design. As with any freeway or highway construction project, the closure of any lanes during construction will be coordinated with local emergency services. Collectively, these project features would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access through active construction areas. The proposed project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. With implementation of the identified project features, potential impacts related to emergency response times and plans would be less than significant.

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact – The project would not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as it will not obstruct the implementation of multimodal improvements in the project area.

Avoidance and Minimization Measures

TRAF-1: Traffic Management Plan

A Traffic Management Plan (TMP) shall be developed to implement practical measures to minimize any traffic delays that may result from lane restrictions or closures in the work zone. The TMP strategies shall be planned and designed to improve mobility, as well as increase safety

for the traveling public and highway workers. These strategies include, but are not limited to, dissemination of information to motorists and the greater public, traffic incident management, construction management strategies, traffic demand management, and alternate route planning/detouring. The TMP would include coordination with local residents, businesses, local agencies, and emergency responders.

TRAF-2: Roadway Closure Planning

Closure plans shall be developed to minimize traffic disruption during peak periods, and to the extent possible, such closures (when required) shall occur during off-peak and/or overnight periods. In advance of any closure periods, appropriate temporary signage (in accordance with Caltrans guidelines) shall be used to alert motorists of the closure and direct them to alternate routes.

TRAF-3: Temporary Traffic Controls

Temporary traffic controls, signage, barriers, and flagmen shall be deployed as necessary and appropriately for the efficient movement of traffic (in accordance with standard traffic engineering practices) to facilitate construction of the project improvements while maintaining traffic flows and minimizing disruption.

2.17 Tribal Cultural Resources

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:

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 Resource 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project area does not include any historical resources either listed or eligible for listing in the California Register of Historical Resources. Furthermore, as part of project implementation, the Colorado River Indian Tribe and the San Fernando Band of Mission Indians were notified June 2016 of the project and provided an opportunity to comment. No response was received. Please see Appendix B for copies of the Native American consultation documentation.

CEQA Significance Determinations

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)?

No Impact – A request for a search of the Sacred Lands File of the Native American Heritage Commission (NAHC) was initially conducted by Caltrans on February 27, 2018. The results were negative for the presence of Native American cultural sites near the Areas of Potential Effects (APE).

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No Impact –Although the Sacred Lands File Search found no sacred sites within the APE, the NAHC recommended Caltrans contact 6 individuals that may have knowledge of cultural resources within the project vicinity. The 6 individuals were contacted but none provided specific archaeological site information. One individual stated he had some concerns for the bridges on SR-33. He inquired if Caltrans had conducted a records search with the California Historical Resources Information System (CHRIS), South Central Coastal Information Center (SCCIC) and recommended that a Native American monitor be present for the SR-33 work. Results were negative for cultural resources. Caltrans sent a follow-up document summarizing the results of the records search for SR-33. No further response has been received.

Caltrans will continue to consult with the interested Native American representatives as they respond to our inquiries. A summary of the results of this study will be delivered to the parties who have requested to consult on this project. Any and all comments and/or concerns provided by the representatives after this technical report has been finalized, will be addressed and documented in an addendum to the report.

2.18 Utilities and Services

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

g) Comply with federal, state, and local statutes and regulations related to solid waste?

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CEQA Significance Determinations

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact – Improvements associated with the proposed project are not anticipated to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Therefore, no impacts are expected.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact – The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact – Project implementation would increase impervious surface area due to construction improvements and could change the topography of the project area. Modifications to the topography and impervious surface area could impact surface runoff during operation. However, no new storm water drainage facilities or expansion of existing drainage facilities will be necessitated as a result of the proposed project due to standard Best Management Practice implementation.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact – Improvements associated with the proposed project would require new or expanded entitlements to provide sufficient water supply.

e) 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 – Improvements associated with the proposed project would not require additional demand for wastewater treatment in addition to existing commitments or require a determination from any wastewater treatment provider.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact - The construction or operation of the project would not require a substantially greater landfill accommodation. An increase of landfill capacity will not be necessary.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact - The proposed project would comply with all federal, state and local statutes and regulations as related to solid waste. No new long-term generation, or disposal of, solid waste would occur from project implementation. Disposal of waste during construction would be temporary in nature and be conducted in a manner that is compliant with all applicable statutes and regulations. Therefore, no impact is expected.

2.19 Mandatory Findings of Significance

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations

a) Does the project have the potential to 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 discussed throughout this document, the proposed project has the potential to result in significant impacts related to biological resources. However, with implementation of the mitigation measures that have been proposed, impacts are expected to be less than significant.

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 Impact –When considered along with other closely related past, present, and reasonable foreseeable future projects, this project is not expected to contribute to significant impacts related to Geology and Soils, Hazards and Hazardous Materials, Water Quality, and Transportation/Traffic. Future capacity increasing projects are not proposed at this time within the general vicinity of the project sites. The only reasonable foreseeable projects are maintenance related, with no long-term impacts to Biological Resources. Therefore, cumulative effects related to Biological Resources are not expected with implementation of the proposed avoidance, minimization, and mitigation measures.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant With Mitigation - As discussed throughout this document, the proposed project has the potential to result in impacts on human beings, either directly or indirectly, that are less than significant in the areas of aesthetics, air quality, hazards and hazardous materials, geology and soils, noise, and utilities and service systems. However, sufficient avoidance, minimization and mitigation measures have been proposed that would reduce the impacts to a level of less than significant.

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Chapter 3 – Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.⁴ In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.⁵ The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” “Greenhouse gas mitigation” is a term for reducing GHG emissions to reduce or “mitigate” the impacts of climate change. “Adaptation” refers to planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

⁴ <https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014>

⁵ <https://www.arb.ca.gov/cc/inventory/data/data.htm>

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.⁶ This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability.”⁷ Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation's dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The primary goal of the Program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

Energy Policy Act of 2005 (109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Indian energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

Executive Order 13514, *Federal Leadership in Environmental, Energy, and Economic Performance*, 74 *Federal Register* 52117 (October 8, 2009): This federal EO set sustainability goals for federal agencies and focuses on making improvements in their environmental, energy, and economic performance. It instituted as policy of the United States that federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities.

⁶ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

⁷ <https://www.sustainablehighways.dot.gov/overview.aspx>

Executive Order 13693, *Planning for Federal Sustainability in the Next Decade*, 80 Federal Register 15869 (March 2015): This EO reaffirms the policy of the United States that federal agencies measure, report, and reduce their GHG emissions from direct and indirect activities. It sets sustainability goals for all agencies to promote energy conservation, efficiency, and management by reducing energy consumption and GHG emissions. It builds on the adaptation and resiliency goals in previous executive orders to ensure agency operations and facilities prepare for impacts of climate change. This order revokes Executive Order 13514.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010⁸ and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Trump ordered EPA to reopen the review and reconsider the mileage target.⁹

NHTSA and EPA issued a Final Rule for "Phase 2" for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO₂ emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

⁸ <http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq>

⁹ <http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256> and <https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse>

Presidential Executive Order 13783, *Promoting Energy Independence and Economic Growth*, of March 28, 2017, orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

State

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change.

Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this executive order (EO) is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and SB 32 in 2016.

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Executive Order S-20-06 (October 18, 2006): This order establishes the responsibilities and roles of the Secretary of the California Environmental Protection Agency (Cal/EPA) and state agencies with regard to climate change.

Executive Order S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable

Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Executive Order B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. ARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. ARB is moving forward with a discussion draft of an updated Scoping Plan that will reflect the 2030 target established in EO B-30-15 and SB 32.

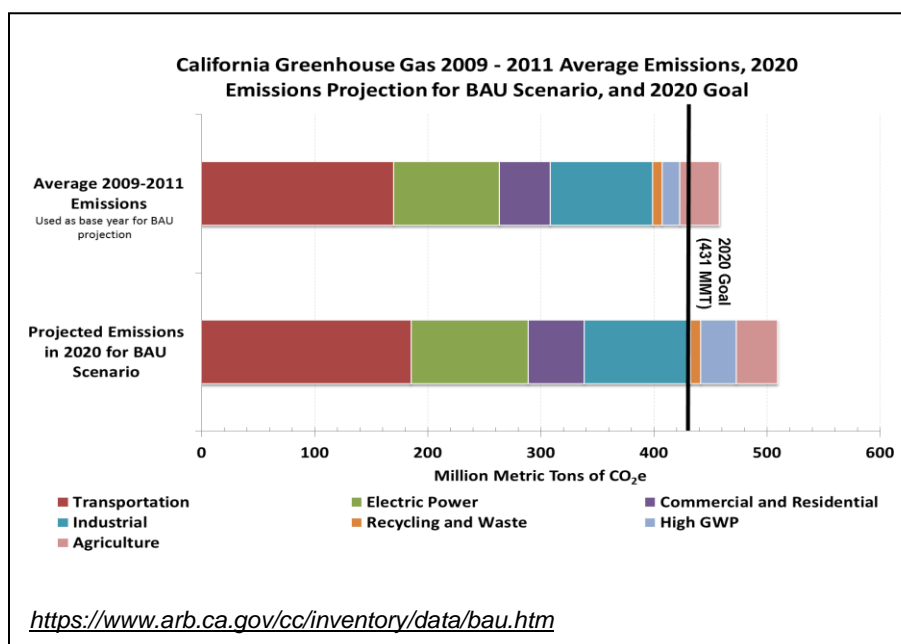
The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, ARB released the GHG inventory for California.¹⁰ ARB is responsible for maintaining and updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

¹⁰ 2016 Edition of the GHG Emission Inventory Released (June 2016):
<https://www.arb.ca.gov/cc/inventory/data/data.htm>

An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 16 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 MMTCO₂e¹¹. The 2017 edition of the GHG emissions inventory (released June 2017) found total California emissions of 440.4 MMTCO₂e, showing progress towards meeting the AB 32 goals.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Payley I and the Renewable Electricity Standard (30 MMTCO₂e total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 MMTCO₂e.

**Figure 16 2020 BUSINESS AS USUAL (BAU) EMISSIONS PROJECTION
2014 EDITION**



¹¹ The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4)

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.¹² In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

Operational Emissions

The project proposes to widen three bridges in Ventura County on State Route 1 at Willow/Los Sauces Creek (Bridge No. 52-0003) and on State Route 33 at North Fork Matilija Creek (Bridge No. 52-0044 & Bridge No. 52-0173). The bridges would be widened to upgrade existing wooden bridge railing to meet current crash/safety standards and to provide current design standard 12-foot-wide lanes and 8-foot-wide shoulders. Because additional lanes are not proposed, no roadway capacity would be added and the amount of traffic that travels over these bridges would not be increased by the project. Construction GHG emissions are unavoidable, but the proposed project would not increase or change long-term traffic volumes. Therefore, the project is not expected to cause an overall increase in operational GHG emissions if it is built, compared to if the project is not constructed.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

¹² This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Caltrans Standard Specifications apply to all construction contracts. Section 7-1.02C requires contractor to certify they are aware of and will comply with emissions reduction regulations mandated by ARB. Section 14-9.02, Air Pollution Control, requires contractors to comply with all rules, regulations, ordinances, and statutes related to air quality. Efforts to reduce GHG emissions, such as reduced idling of vehicles and other Caltrans construction best management practices, will be implemented in the project. A traffic management plan will be implemented during construction to maintain travel in both directions and minimize traffic delays and idling that can produce GHG. Temporary construction emissions, shown in Table 5, have been estimated using Caltrans' Construction Emissions Tool 2018 (CAL-CET2018) version 1.0.

Table 6 Temporary Construction Emissions

	TOG	ROG	CO	NOx	PM10	PM2.5	CO2	CH4
Daily Average (lbs/day)	0.55	0.51	2.02	3.49	0.40	0.27	688	0.02
Maximum Daily Average (lbs/day)	0.82	0.76	4.95	5.15	1.05	0.44	1205	0.03
Annual Average (tons/year)	0.07	0.07	0.26	0.45	0.05	0.03	90	0

TOG – Total Organic Gases, ROG – Reactive Organic Gases, CO – Carbon Monoxide, NOx – Nitrogen Oxides, PM10 – Particulate Matter 10, PM2.5 – Particulate Matter 2.5, CO2 – Carbon Dioxide, CH4 - Methane

CEQA Conclusion

While the project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. While it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

Statewide Efforts

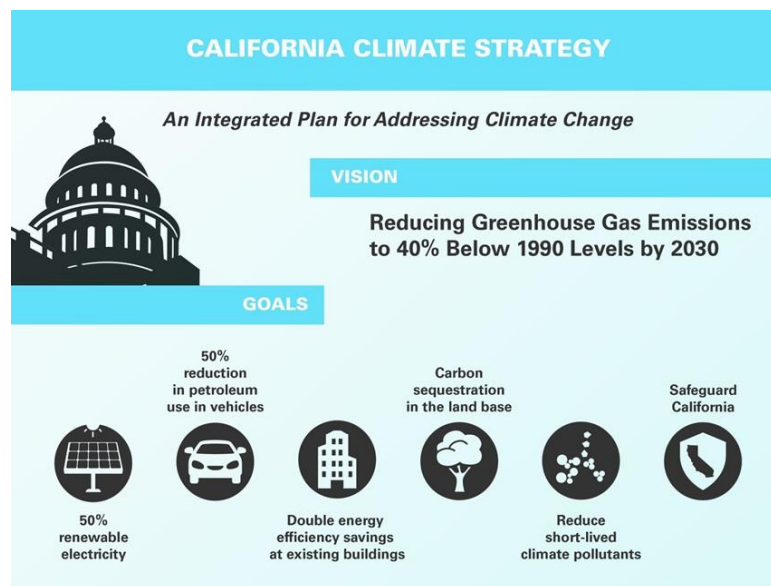
In an effort to further the vision of California's GHG reduction targets outlined in AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and

toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

Figure 17 THE GOVERNOR'S CLIMATE CHANGE PILLARS: 2030 GREENHOUSE GAS REDUCTION GOALS



Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

SB 391(Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve

maximum feasible GHG emission reductions while meeting the state’s transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans’ internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in *Caltrans Activities to Address Climate Change* (2013).

Caltrans Director’s Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

Each project shall identify and list all feasible measures to reduce GHG emissions. These measures shall be carried forward to the environmental commitment record or district equivalent. For information/ assistance regarding appropriate measures to include here, consult with your HQ DEA climate change representative.

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require

that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

Federal Efforts

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011¹³, outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued *U.S. DOT Policy Statement on Climate Adaptation* in June 2011, committing to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”¹⁴

To further the DOT Policy Statement, in December 15, 2014, FHWA issued order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*).¹⁵ This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA will work to integrate consideration of these risks into its planning, operations, policies, and programs in order to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation’s transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.¹⁶

State Efforts

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California’s vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

¹³ <https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience>

¹⁴ https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm

¹⁵ <https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm>

¹⁶ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report)¹⁷ was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (such as roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed *The California Climate Adaptation Strategy* (Dec 2009),¹⁸ which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan).

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided “guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California,” specifically, “information and recommendations to enhance consistency across agencies in their development of approaches to SLR.” The *March 2013 update*¹⁹ finalizes the SLR Guidance by incorporating findings of the National Academy’s 2012 final Sea-Level Rise Assessment Report; the policy recommendations remain the same as those in the 2010 interim SLR Guidance. The guidance will be updated as necessary in the future to reflect the latest scientific understanding of how the climate is changing and how this change may affect the rates of SLR.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation, and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in working towards identifying these risks

¹⁷ *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

¹⁸ <http://www.climatechange.ca.gov/adaptation/strategy/index.html>

¹⁹ <http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/>

throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

In 2008, California Governor's Executive Order S-13-08 was issued to direct State agencies' planning of construction projects in areas vulnerable to Sea Level Rise (SLR) to address the potential impacts of such by considering a range of SLR scenarios for the years 2050 and 2100. Changes in climate have caused the global mean sea level to rise, primarily due to rising of global temperatures that cause ocean water to expand and land ice to melt. When Caltrans implements projects on the State Highway System in areas that are vulnerable to SLR, various scenarios are integrated into the assessment of existing conditions and modeling within the context of proposed improvements. Using the guidance in the Caltrans Guidance on Incorporating Sea Level Rise, the project's Final Hydraulic Report concluded that there will not be any structural effects to the Willow/Los Sauces Creek Bridge based on a high sea level rise projection of 55 inches (11.5 feet) by 2100. However, there could be a small pooling of water, as the lowest elevation at this site is 11.05 feet.

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Chapter 4 – Coordination

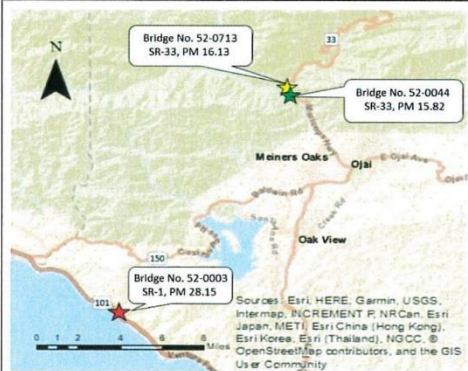
Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation have been accomplished through a variety of formal and informal methods, including interagency coordination. This chapter summarizes the results of Caltrans efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

- Caltrans has coordinated with the U.S. Fish and Wildlife Service (USFWS) throughout the project scoping and document preparation phase of the proposed project. Caltrans has submitted a Biological Assessment to USFWS for California red-legged frog critical habitat, California red-legged frog, least Bell's vireo, southwestern willow flycatcher, and a Biological Assessment for steelhead trout and its critical habitat to National Marine Fisheries Service (NMFS). A USFWS Biological Opinion dated January 13, 2018 was received by Caltrans documenting concurrence with the Section 7 Findings. A NMFS Biological Opinion dated July 19, 2019 was received by Caltrans documenting concurrence of Section 7 Findings of steelhead trout and its designated critical habitat. An updated NMFS species list was requested on July 30, 2019. An updated USFWS species list was obtained through the Information, Planning, and Consultation IPaC system on July 30, 2019.
- A request for a search of the Sacred Lands File of the Native American Heritage Commission (NAHC) was initially conducted by Caltrans on February 27, 2018. The NAHC recommended Caltrans contact six individuals that may have knowledge of cultural resources within the project vicinity. Letters detailing the project and location were mailed by certified mail to five of the six Native American tribal organizations and individuals identified by the NAHC on March 8, 2018. A call was placed on the same day to another individual, as no address was originally provided. Follow-up letters restating the project details and location were mailed by certified mail to all six individuals on June 20, 2018. Caltrans will continue to consult with the interested Native American representatives.
- A Notice of Initiation of Studies was mailed to relevant local, regional, and state agencies on March 5, 2018. No responses were received.
- Coordination with the California Department of Fish and Wildlife (CDFW) was initiated on April 17, 2018 to discuss the proposed project and the CDFW listed species that have potential to be in the biological study area.
- On July 13, 2018, Caltrans initiated coordination with California Coastal Commission staff regarding the proposed project and the potential impacts to coastal resources within the project limits.

- A Notice of Intent to Adopt a Mitigated Negative Declaration was mailed to elected officials, tribal contacts, relevant agencies, organizations, and individuals on December 12, 2018. The public comment period lasted until January 25, 2019 and Caltrans received five comments from the public. Newspaper ads were posted to La Opinion, Ojai Valley News, and Ventura County Star. The notices and newspaper ads have been included in the following pages. Responses to comments have been documented in Appendix D.

PUBLIC NOTICE

Notice of Intent to Adopt a Mitigated Negative Declaration
for the State Route 1 and State Route 33 Bridges Upgrade Project



WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans) is proposing to widen three bridges on State Route 1 at Willow Creek (Bridge No. 52-0003, Post Mile 28.15) and on State Route 33 at North Fork Matilija Creek (Bridge No. 52-0044, Post Mile 15.82 & Bridge No. 52-0173, Post Mile 16.13) in Ventura County. The bridges would be widened to upgrade non-standard wooden railing and accommodate standard shoulders.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). In conformity with the requirements of the CEQA, Caltrans has studied the environmental impacts of the proposed project and has prepared an Initial Study.

PUBLIC COMMENT PERIOD

The public and affected agencies are invited to review the Initial Study and submit written comments.

The Initial Study is available online at the following webpage:

www.dot.ca.gov/d7/env-docs/

The Initial Study is also available for review at the following locations:

- Caltrans District 7 Headquarters, 100 S Main St., Los Angeles, CA 90012
- E.P. Foster Library, 651 E Main St., Ventura, CA 93001
- Meiners Oaks Library, 114 N Padre Juan Ave., Ojai, CA 93023
- Oak View Library, 555 Mahoney Ave., Oak View, CA 93022
- Ojai Library, 111 E Ojai Ave., Ojai, CA 93023

Comments are due **January 25, 2019** and should be sent to Caltrans at the address below.

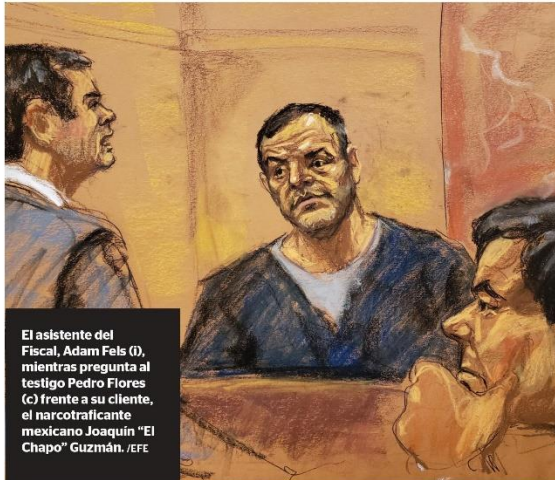
Mr. Ron Kosinski, Deputy District Director
California Department of Transportation
Division of Environmental Planning
100 S. Main Street, MS-16A
Los Angeles, CA 90012

Your comments will be part of the public record.

For additional information, please contact Susan Tse at (213) 897-1821, or via e-mail at susan.tse@dot.ca.gov. Thank you for your interest in this transportation improvement project.



Narcotráfico



El asistente del Fiscal, Adam Fels (l), mientras pregunta al testigo Pedro Flores (c) frente a su cliente, el narcotraficante mexicano Joaquín "El Chapo" Guzmán. /EFE

La trampa de los hermanos Flores que hundió a 'El Chapo'

Presentaron más pruebas en la corte contra el narcotraficante mexicano

EFE

La Fiscalía de Nueva York aprovechó el testimonio de uno de los que fueron máximos colaboradores de Joaquín "El Chapo" Guzmán para presentar en la vista del miércoles dos grabaciones en las que se oye al mexicano negociar el precio de cargamentos de heroína con destino a Chicago.

El jurado de la corte de Brooklyn pudo escuchar dos grabaciones telefónicas en las que el Chapo negocia con Flores un cargamento de 20

kilos de heroína con destino a Chicago, donde Flores y un hermano suyo operaban para el cártel de Sinaloa.

La Fiscalía ha dejado claro ante el jurado que estas grabaciones son unas pruebas incriminatorias muy importantes para los cargos por narcotráfico contra el Chapo.

Aunque el Chapo tomaba muchas medidas de seguridad, los hermanos Flores pegaron una grabadora rudimentaria al auricular para poder grabar las conversaciones, ahora en poder de la acusación del Gobierno de EEUU.

En las conversaciones se puede oír como los hermanos Flores, que son mellizos, negociaban por ejemplo recortar de \$55,000 dólares el kilo de heroína a \$50,000 dólares debido a la "competencia" del mercado.

Según la Fiscalía, las dos grabaciones corresponden a dos llamadas realizadas hace

poco más de 10 años.

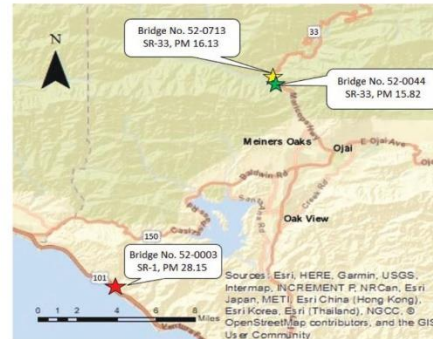
Pedro Flores es uno de los testigos más esperados en el juicio en Nueva York contra Joaquín "El Chapo" Guzmán, pues está revelando detalles de la forma como traficaba droga en Chicago y otras ciudades de Estados Unidos, en conexión con el cártel de Sinaloa, liderado por el capo mexicano.

Flores, que en la década del 2000 fue el más importante distribuidor de droga para el cártel de Sinaloa en Chicago junto a su hermano, se entregó en 2008 -poco después de ambas grabaciones- y cooperó con las autoridades, grabando conversaciones con Guzmán y otros miembros del cártel.

\$50,000
Negociaban el kilo de cocaína según las declaraciones

AVISO PÚBLICO

Aviso de Intención de Adoptar una Declaración Negativa Mitigada para el Proyecto de Actualización de los Puentes de la Ruta Estatal 1 y Ruta Estatal 33



¿QUÉ ESTÁ SIENDO PLANEADO?

El Departamento de Transporte de California (Caltrans) está proponiendo ampliar tres puentes en la Ruta Estatal 1 en Willow Creek (Puente No. 52-0003, Poste-Milla 28.15) y en la Ruta Estatal 33 en North Fork Matilija Creek (Puente No. 52-0044, Poste-Millas 15.82 y Puente No. 52-0173, Poste-Millas 16.13) en el Condado de Ventura. Los puentes serían ampliados para actualizar la baranda de madera no estándar y acomodar cunetas estándar. Caltrans es la agencia principal bajo la Ley de Calidad Ambiental de California (CEQA, por sus siglas en inglés). De conformidad con los requerimientos de la CEQA, Caltrans ha estudiado los impactos ambientales del proyecto propuesto y ha preparado un Estudio Inicial.

PERIODO DE COMENTARIOS PÚBLICOS

El público y las agencias afectadas están invitadas a revisar el Estudio Inicial y enviar comentarios por escrito.

El Estudio Inicial está disponible en línea en la siguiente página web:

www.dot.ca.gov/d7/env-docs/

El Estudio Inicial también está disponible para revisión en las siguientes ubicaciones:

- Sede del Distrito 7 Caltrans, 100 S Main St., Los Angeles, CA 90012
- Biblioteca de E.P. Foster, 651 E Main St., Ventura, CA 93001
- Biblioteca de Meiners Oaks, 114 N Padre Juan Ave., Ojai, CA 93023
- Biblioteca de Oak View, 555 Mahoney Ave., Oak View, CA 93022
- Biblioteca de Ojai, 111 E Ojai Ave., Ojai, CA 93023

Los comentarios deben presentarse antes del 25 de enero de 2019 y deberán enviarse a Caltrans en la dirección de abajo.

Sr. Ron Kosinski, Director Adjunto de Distrito
Departamento de Transporte de California
División de Planificación Ambiental
100 S. Main Street, MS-16A
Los Angeles, CA 90012

Sus comentarios serán parte del registro público. Para información adicional, por favor contacte a Susan Tse al (213) 897-1821, o por correo electrónico a susan.tse@dot.ca.gov. Gracias por su interés en este proyecto de mejora de transporte.



199-50746-1

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, SUITE 100
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December 12, 2018

Agencies, Organizations and Individuals
Interested in the State Route 1 and State Route 33
Bridges Rail Upgrade Project

**Notice of Intent to adopt a Mitigated Negative Declaration
for the State Route 1 and State Route 33 Bridges Rail Upgrade Project**

The California Department of Transportation (Caltrans) proposes to widen three bridges in Ventura County to upgrade non-standard wooden bridge railing and accommodate standard shoulders at Willow/Los Sauces Creek (Bridge No. 52-003) on State Route 1 and at North Fork Matilija Creek (Bridge No. 52-0044 and Bridge No. 52-0173) on State Route 33. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

The Willow/Los Sauces Creek Bridge is located within the Coastal Zone, approximately one mile south of Mussel Shoals and approximately a half-mile north of Sea Cliff. The North Fork Matilija Creek Bridges are located within the Los Padres National Forest on Non-Forest Service Land. The North Fork Matilija Creek Bridges are located a half-mile apart, near the communities of Wheeler Springs, North Fork Springs, Matilija Canyon, and Ojala.

Caltrans has prepared an Initial Study with Proposed Mitigation Negative Declaration (MND) which examines the potential environmental impacts of the proposed project. The Initial Study with Proposed MND discusses why the project is being proposed, what alternatives are being considered for the project, how the existing environment could be affected by the project, and the avoidance, minimization and mitigation measures proposed as part of the project. The Initial Study with Proposed MND is available online at the following webpage:

www.dot.ca.gov/d7/env-docs/

The Initial Study with Proposed MND and supporting technical studies are available for viewing and reproduction at the **Caltrans District 7, Division of Environmental Planning Office (100 S. Main Street, Suite 100, Los Angeles, CA 90012) on weekdays from 9:00 a.m. to 5:00 p.m.** Additionally, the Initial Study with Proposed MND is available for viewing at **E.P. Foster Library (651 E. Main Street, Ventura, CA 93001), Meiner Oaks Library (114 N. Padre Juan Ave., Ojai, CA), Oak View Library (555 Mahoney Ave., Oak View, CA 93022), and Ojai Library (111 East Ojai Ave., Ojai, Ca 93023).**

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to enhance California's economy and livability"*

December 12, 2018

Page 2

Please submit any written comments on the Initial Study with proposed MND, **no later than January 25, 2019**, to the address below.

**Mrs. Susan Tse, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning (SR-1/SR-33 Bridges Rail Upgrade Project)
100 South Main Street MS-16A
Los Angeles, CA 90012**

To request a CD or hard copies of the Initial Study with proposed MND and/or supporting technical studies, or if you have any questions, please contact Susan Tse at (213) 897-1821 or susan.tse@dot.ca.gov. Thank you for your interest in this transportation project.

Sincerely,



RONALD KOSINSKI

Deputy Director, Division of Environmental Planning
California Department of Transportation, District 7

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system to enhance California's economy and livability"*

Chapter 5 – List of Preparers

The following Caltrans District 7 staff contributed to the preparation of this Initial Study:

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Mojgan Abbassi, Environmental Planner

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Arnon Sabado, Hazardous Waste Engineer

Office of Program/Project Management

Bartt Gunter, Project Manager

Joseph Kibe, Project Manager

Division of Design

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The Honorable Julia Brownley
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Appendix A. List of Studies and Technical Reports

Air Quality Technical Memorandum (California Department of Transportation, District 7, Division of Environmental Planning, Office of Environmental Engineering, July 2018 and November 2018)

Natural Environment Study (California Department of Transportation, District 7, Division of Environmental Planning, October 2018)

Biological Assessment (California Department of Transportation, District 7, Division of Environmental Planning, July 2018)

Historic Property Survey Report with Negative Archaeological Survey Report (California Department of Transportation, District 7, Division of Environmental Planning, October 2018)

District Preliminary Geotechnical Report (California Department of Transportation, Division of Engineering Services, Geotechnical Services, Office of Geotechnical Design, January 2018)

Structure Preliminary Geotechnical Report for Willow Creek Bridge No. 52-0003 (California Department of Transportation, Division of Engineering Services, Geotechnical Services, Office of Geotechnical Design, July 2018)

Structure Preliminary Geotechnical Report for N. Fork Matilija Creek Bridge No. 52-0044 (California Department of Transportation, Division of Engineering Services, Geotechnical Services, Office of Geotechnical Design, July 2018)

Structure Preliminary Geotechnical Report for N. Fork Matilija Creek Bridge No. 52-0173 (California Department of Transportation, Division of Engineering Services, Geotechnical Services, Office of Geotechnical Design, July 2018)

Visual Impact Assessment Level Questionnaire (California Department of Transportation, District 7, Office of Stormwater and Landscape Architecture, August 2018)

Scenic Resources Evaluation and Visual Impact Assessment (California Department of Transportation, District 7, Office of Stormwater and Landscape Architecture, May 2019)

Storm Water Data Report (California Department of Transportation, District 7, Office of Stormwater and Landscape Architecture, April 2014 and November 2018)

Hazardous Waste Assessment (California Department of Transportation, District 7, Division of Environmental Planning, Office of Environmental Engineering, November 2017 and August 2018)

Technical Noise Memorandum (California Department of Transportation, District 7, Division of Environmental Planning, Office of Environmental Engineering, Noise & Vibration Branch, November 2017)

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Appendix B. Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
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www.dot.ca.gov



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a California Way of Life.*

April 2018

NON-DISCRIMINATION POLICY STATEMENT

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

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

For information or guidance on how to file a complaint, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

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

A handwritten signature in blue ink, appearing to read "Laurie Berman".

LAURIE BERMAN
Director

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to enhance California's economy and livability"*

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Appendix C. Avoidance, Minimization and/or Mitigation Measures Summary

Description of Commitment	Commitment Source	Timing	Responsible Staff	CEQA Mitigation
Aesthetics				
AES-1: All bridge railing, and bicycle tube railings are to be similar and visually compatible with existing structures along the route.	Initial Study, Section 2.1, Aesthetics	Final Design	Project Engineer (PE)	
AES-2: The material, color and texture for all concrete work are to match or blend into the surrounding environment, i.e. existing barriers, wall, or rock slope.	Initial Study, Section 2.1, Aesthetics	Final Design	PE; Caltrans Landscape Architect	
AES-3: Metallic surfaces, where feasible, are to be treated with oxidizing agent to appear aged and non-reflective.	Initial Study, Section 2.1, Aesthetics	Final Design; Construction	PE; Resident Engineer (RE)	
AES-4: On SR-33, a "Stone Masonry Guardwall" pattern is to be imprinted on to the inside face (travel face) of the bridge railing. The concrete will be stained with earth tone colors to complement surrounding rock/soil color.	Initial Study, Section 2.1, Aesthetics	Final Design	PE; Caltrans Landscape Architect	
AES-5: On SR-1, the upgraded bridge railing will incorporate context sensitive solutions such as Coastal Trail signage, and see-through bridge and guard rail designs, consistent with designs selected by Coastal Commission's Road's Edge Subcommittee in collaboration with Caltrans.	Initial Study, Section 2.1, Aesthetics	Final Design	PE; Coastal Commission Liaison	
AES-6: Erosion control measures are to be applied to all disturbed slopes. If seeds are to be used to revegetate the slope, native plant materials and seed species will be determined by Caltrans	Initial Study, Section 2.1, Aesthetics	Construction	RE; Caltrans Landscape Architect; Biologist	

District Landscape Architects, Coastal Commission, and U.S. Forest Service plant resource specialists.				
Biology – Natural Communities				
BIO-1: Biological surveys of the project area shall be performed in locations having increased biological sensitivity as determined by the District Biologist. Surveys shall be conducted at most two weeks prior to the clearing and grubbing of vegetation.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-2: Surveys for nesting birds shall be conducted when clearing and grubbing of vegetation occurs, having the potential to support least Bell's vireo.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-3: All applicable Construction Best Management Practices for water quality shall be implemented to minimize project affects to jurisdictional drainages. All Federal and State litter laws shall be followed by the contractors.	Initial Study, Section 2.4, Biological Resources	Construction	RE	
BIO-4: Natural existing native trees affected by the project action shall be replaced at a ratio of 2:1 on-site. Additional biological provisions shall be replaced at a negotiated rate with jurisdictional agencies.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-5: Access will be limited to one pathway only. The designed pathway will have the least impact to the native plants and riparian habitat. Access limit will be flagged or marked out. Access path will be blocked so as not to allow public access upon project completion.	Initial Study, Section 2.4, Biological Resources	Construction	RE	

BIO-6: Work will be conducted during September 1 st to October 31 st . This is a biological provision for Least Bell's Vireo and includes only the dry season to prevent aquatic species impact. Work will occur during daylight hours when feasible, to minimize impacts on nocturnal wildlife activity.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-7: Vehicle maintenance will not be conducted in the streambed, herein defined as the channel through which a natural stream of water runs or used to run.	Initial Study, Section 2.4, Biological Resources	Construction	RE	
BIO-8: An ESA shall consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of existing vegetation, or protection of biological habitat as shown on the plans.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-9: Ground water seepage within the project area will be containerized and taken off-site to prevent sediments from traveling downstream.	Initial Study, Section 2.4, Biological Resources	Construction	RE	
BIO-10: Caltrans will schedule construction outside of the bird nesting season (September 1 st through February 1 st) in order to avoid impacts to Least Bell's Vireo (LBV) and Southwestern Willow Flycatcher (SWWF). Any sighting of an LBV or SWWF in the construction limits or directly adjacent will trigger a notification to the USFWS, for purposes of additional guidance.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-11: Pre-construction surveys following the appropriate protocols for locating and identifying LBV and SWWF will be done by a qualified	Initial Study, Section 2.4, Biological Resources	Pre-Construction / Construction	RE; Caltrans Biologist	

ornithologist, approved by USFWS prior to initiation of work. If Least Bell's Vireo or Southwestern Willow Flycatchers are found within 500 ft of the construction site, work will stop until nesting has been completed and the birds have left the area.				
BIO-12: Construction limits will be marked in the field and indicated by flagging, stakes, and construction ESA fencing. Construction personnel would be instructed on the ecological sensitivity of the area.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-13: The ESA fencing will be checked for integrity weekly, and animals will be excluded from the construction area weekly by a qualified biologist.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-14: Pre-construction surveys will be done by a qualified herpetologist with experience in locating and identifying California Red-legged Frog (CRLF), will be done prior to initiation of work. If any CRLF are located, work will not commence until coordination with USFWS has occurred.	Initial Study, Section 2.4, Biological Resources	Pre-Construction	RE; Caltrans Biologist	
BIO-15: Work will take place during the dry season (April 15 th -October 31 st) and a water diversion method will ensure the work area is free from moisture.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-16: Typical sediment control devices include siltation curtains, sandbags, hay bales, filter fabrics, and fiber rolls. Caltrans and CDFW manuals provide instruction and appropriate	Initial Study, Section 2.4, Biological Resources	Construction	RE	

methodologies for deployment of sediment control devices.				
BIO-17: Heavy equipment shall be positioned away from the creek channel at the end of each workday. All heavy equipment will be checked for oil leaks, gas, hydraulic fluid, and any other pollutant which could impact water quality and instream habitat each workday prior to being deployed into the project area. Drip pans should be installed on all equipment working in the project area to control leaks and for the purpose of avoiding water quality impacts to surface waters.	Initial Study, Section 2.4, Biological Resources	Construction	RE	
BIO-18: Pre-construction surveys done by a NOAA approved, qualified ichthyologist with experience in locating and identifying Southern steelhead trout will be done prior to initiation of work. If any Southern steelhead trout are located, work will not commence until coordination with NOAA has occurred.	Initial Study, Section 2.4, Biological Resources	Pre-Construction	RE; Caltrans Biologist	
BIO-19: Exclusionary nets will be set up to exclude fish from the project site prior to installation of the water diversion. Any fish found within the project site will be moved upstream of the project site and released. All exclusionary and removal activities will be conducted by a NOAA approved ichthyologist with experience in identifying southern steelhead trout.	Initial Study, Section 2.4, Biological Resources	Pre-Construction	RE; Caltrans Biologist	Yes

BIO-20: A Water Diversion Plan shall be developed and implemented to de-water the construction zone at all three locations in consultation with NOAA, CDFW, USFWS, ACOE, and RWQCB. The plan will include measures to divert water through the project site to reduce turbidity and prevent sediments from entering the stream course.	Initial Study, Section 2.4, Biological Resources	Final Design	PE; Caltrans Biologist	
BIO-21: All work shall be conducted outside of the upstream migration season for winter-run southern steelhead trout. Southern steelhead trout generally begin migrating upstream during November and continuing migrating through winter generally until the end of March. Work shall be conducted from June 1 st through November 1 st .	Initial Study, Section 2.4, Biological Resources	Pre-Construction / Construction	RE; Caltrans Biologist	
BIO-22: Caltrans will restore North Fork Matilija Creek to pre-construction conditions by replacing any boulders moved back to their original locations and blending the widened portion of the creek into the existing creek bed. This includes placing fines, gravel, rock, and boulders within the widened portion of the creek to simulate a natural stream environment as well as replanting removed riparian vegetation to provide shade for the creek. A Stream Restoration Plan will be developed by Caltrans in conjunction with a qualified hydraulics engineer to ensure that the morphology of the stream will not be affected in such a way as to prevent fish migration and passage through the project area.	Initial Study, Section 2.4, Biological Resources	Post-Construction	RE; Caltrans Biologist	Yes

BIO-23: A Final Project Report will be submitted to USFWS, NOAA, CDFW, ACOE, and RWQCB once the project and all monitoring has been completed.	Initial Study, Section 2.4, Biological Resources	Post-Construction	Caltrans Biologist	Yes
BIO-24: Caltrans will conduct pre-construction surveys done by a qualified herpetologist with experience in locating and identifying CRLF and approved by USFWS, prior to initiation of work. If any CRLF are located within the project footprint they will be re-located to a safe location as deemed by the herpetologist in coordination with USFWS.	Initial Study, Section 2.4, Biological Resources	Pre-Construction	RE; Caltrans Biologist	
BIO-25: Caltrans will have a biological monitor with experience in locating and identifying CRLF on-site at all times throughout the duration of construction activities within the riparian zone. If any CRLF are observed during construction work, all work will halt until a permitted herpetologist can be present to help relocate any individuals found to a safe location.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-26: Caltrans will incorporate all applicable Avoidance and Minimization Measures as identified in the Programmatic Biological Opinion issued by U.S. Fish and Wildlife Service to the Federal Highways Administration (1-8-02-F-68).	Initial Study, Section 2.4, Biological Resources	Final Design through Post-Construction	Caltrans Biologist; Environmental Construction Liaison	
BIO-27: Revegetation will be done on-site after construction with the landscaping plan approved by the Division of Environmental Planning, Office of Biological Services.	Initial Study, Section 2.4, Biological Resources	Post-Construction	Caltrans Biologist; Caltrans Landscape Architect	Yes

BIO-28: Off-site biological provisions are proposed in anticipation of permit conditions from ACOE, RWQCB, USFWS, NMFS, and CDFW. At a minimum, all vegetation within the project limits will be replaced at a 5:1 for permanent impacts or 2:1 ratio for temporary impacts, respectively, or hydroseed in appropriate areas. Off-site biological provisions will be negotiated with all appropriate agencies to fully restore, create, and/or enhance riparian and upland habitat. Potential avenues for off-site mitigation include efforts with USFS and/or Ojai Valley Lands Conservancy.	Initial Study, Section 2.4, Biological Resources	Post-Construction	Caltrans Biologist	Yes
BIO-29: Caltrans will properly maintain, remove from the work site, and dispose of regularly all trash that may attract predators. Caltrans will remove all trash and construction debris from work areas following construction.	Initial Study, Section 2.4, Biological Resources	Pre-Construction through Post-Construction	RE; Caltrans Biologist	
BIO-30: Caltrans will conduct all refueling, maintenance, and staging of equipment and vehicles at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain towards aquatic habitat. Caltrans will ensure that contamination of habitat does not occur during such operations. Caltrans will ensure a spill response plan is in place prior to onset of work.	Initial Study, Section 2.4, Biological Resources	Pre-Construction through Post-Construction	RE; Caltrans Biologist	
BIO-31: If dewatering is necessary, Caltrans will pump or release water downstream at appropriate rates to maintain downstream flows. Caltrans will remove any diversions or barriers to flow following construction in a manner that would resume flows with the least disturbance to	Initial Study, Section 2.4, Biological Resources	Construction	RE	

substrate. Caltrans will minimize alteration of the stream bed and remove any imported material from the stream bed following construction.				
BIO-32: Caltrans will remove any individuals of non-native species (e.g. bullfrogs (<i>Lithobates catesbeiana</i>) and crayfish (<i>Procambrus</i> sp.) from the project area to the maximum extent possible using a Service-approved biologist.	Initial Study, Section 2.4, Biological Resources	Construction	Caltrans Biologist	
BIO-33: To reduce transmission of pathogens between project sites, Caltrans will ensure that Service-approved biologists follow the Declining Amphibian Populations Task Force fieldwork code of practice at all times.	Initial Study, Section 2.4, Biological Resources	Construction	Caltrans Biologist	
BIO-34: Caltrans will revegetate the project site using an assemblage of native vegetation suitable to the area. Caltrans will control invasive, exotic plants to the maximum extent practicable.	Initial Study, Section 2.4, Biological Resources	Pre-Construction through Post-Construction	RE; Caltrans Biologist	Yes
BIO-35: Caltrans will not use herbicides as the primary method to control invasive, exotic plants. If herbicides are the only feasible method for controlling invasive, exotic plants Caltrans will implement the protective measures described in the avoidance and minimization measure 18 of the PBO to reduce drift and overspray of herbicides in the project area.	Initial Study, Section 2.4, Biological Resources	Pre-Construction through Post-Construction	Caltrans Biologist	
BIO-36: Caltrans will incorporate all applicable Reasonable and Prudent Measures as identified in the Biological Opinion issued by National Marine	Initial Study, Section 2.4, Biological Resources	Final Design through Post-Construction	Caltrans Biologist	

Fisheries Service in accordance with 50 CFR 402.02.				
BIO-37: Caltrans shall retain at least 2 biologists with expertise in the areas of resident or anadromous salmonid biology and ecology, fish/habitat relationships, biological monitoring and handling, collecting, and retaining salmonid species.	Initial Study, Section 2.4, Biological Resources	Construction	Caltrans Biologist	
BIO-38: Caltrans biologists shall identify and evaluate the suitability of downstream and upstream steelhead relocation habitat(s) prior to undertaking the dewatering activities that are required to isolate the work area from flowing water. The biologists shall evaluate potential relocation sites based on attributes such as adequate water quality, cover, and living space.	Initial Study, Section 2.4, Biological Resources	Construction	Caltrans Biologist	
BIO-39: Steelhead shall be handled with extreme care and kept in water to the maximum extent possible during rescue activities. All captured fish must be kept in cool, shaded, and aerated water protected from excessive noise, jostling, or overcrowding or potential predators any time they are not in the stream, and fish will not be removed from this water except when released. Captured salmonids will be relocated as soon as possible to an instream location in which suitable habitat conditions are present to allow for adequate survival for transported fish and fish already present. Fish will be distributed between multiple pools if biologists judge that overcrowding may occur in a single pool.	Initial Study, Section 2.4, Biological Resources	Construction	Caltrans Biologist	

<p>BIO-40: Caltrans biologist shall contact NMFS immediately if one or more steelhead are found dead or injured. The purpose of the contact shall be to review the activities resulting in take and to determine if additional protective measures are required. All steelhead mortalities shall be retained, frozen as soon practical, and placed in an appropriate-sized sealable bag that is labeled with the date and location of the collection and fork length and weight of the specimen(s). Frozen samples shall be retained by the biologist until additional instructions are provided by NMFS. Subsequent notification must also be made in writing within 5 days of noting dead or injured steelhead. The written notification shall include (1) the date, time, and location of the carcass or injured specimen; (2) a color photograph of the steelhead; (3) cause of injury or death; and (4) name and affiliation of the person who found the specimen.</p>	<p>Initial Study, Section 2.4, Biological Resources</p>	<p>Construction</p>	<p>Caltrans Biologist</p>	
<p>BIO-41: Caltrans biologists shall monitor all construction activities, instream habitat, and performance of sediment-control devices for the purpose of identifying and reconciling any condition that could adversely affect steelhead or their habitat. The biologists shall be empowered to halt work activity and to recommend measures for avoiding adverse effects to steelhead and their habitat. The biologists shall immediately contact NMFS upon making a determination that unforeseen effects have occurred, which could</p>	<p>Initial Study, Section 2.4, Biological Resources</p>	<p>Construction</p>	<p>Caltrans Biologist</p>	

have an adverse effect on steelhead or aquatic habitat not previously considered.				
BIO-42: Erosion control or sediment-detention devices (e.g. settling tank) shall be installed prior to the time of construction activities and incorporated into Caltrans' maintenance activities. These devices shall be in place throughout the entirety of the proposed action as necessary, including the wet season, for the purpose of minimizing sediment and sediment-water slurry input to flowing water. Sediment collected in the devices shall be disposed off-site and not allowed to enter the creek channel.	Initial Study, Section 2.4, Biological Resources	Construction	RE; Caltrans Biologist	
BIO-43: Caltrans shall provide the final design plans and notify NMFS when the proposed action will take place 14 days prior to the beginning of construction so NMFS, at its discretion, may periodically observe project construction and other activities. These observations may help in devising ways to reduce adverse impacts to steelhead and their habitat for this project and for future projects of similar nature. Plans shall be sent to NMFS.	Initial Study, Section 2.4, Biological Resources	Final Design through Pre-Construction	Caltrans Biologist	
BIO-44: Caltrans shall provide a written report to NMFS by January 15 of the year following the project. The report will contain at a minimum the following information: construction-related activities, fish relocation, and revegetation.	Initial Study, Section 2.4, Biological Resources	Post-Construction	Caltrans Biologist	

<p>BIO-45: A weed abatement program will be developed to minimize the importation of nonnative plant material during and after construction. Eradication strategies would be employed should an invasion occur. At a minimum, this program will include the following measures:</p> <ul style="list-style-type: none"> • During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another. • During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible. • During construction, the contractor shall ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust. • During construction, the contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust. • During construction, soil/gravel/rock will be obtained from weed-free sources. • Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. 	<p>Initial Study, Section 2.4, Biological Resources</p>	<p>Construction through Post-Construction</p>	<p>Caltrans Biologist; Caltrans Landscape Architect</p>	
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<ul style="list-style-type: none"> • After construction, affected areas adjacent to native vegetation will be revegetated with plant species approved by the District Biologist that are native to the vicinity. • Replacement tree planting shall occur within suitable, onsite areas at ratios that ensure success of the planted species; • After construction, all revegetated areas will avoid the use of species listed on Cal-IPC's California Invasive Plant Inventory. • The planting of invasive trees shall be prohibited. • Erosion control and revegetation sites will be monitored for 2 to 3 years after construction to detect and control the introduction/invasion of nonnative species. • Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist and Landscape Architect. 				
Cultural Resources				
CUL-1: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be	Initial Study, Section 2.5, Cultural Resources	Construction	RE; Caltrans Archaeologist	

diverted until a qualified archaeologist can assess the nature and significance of the find.				
CUL-2: If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Kelly Ewing-Toledo, District Environmental Branch—Cultural Resources so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.	Initial Study, Section 2.5, Cultural Resources	Construction	RE; Caltrans Archaeologist	
CUL-3: The maximum depth of excavation and location of buried utility relocations must be cleared by either Caltrans Professionally Qualified Staff (PQS) or contractor provided cultural resource specialists who meet the Secretary of the Interior’s Professional Qualification Standards.	Initial Study, Section 2.5, Cultural Resources	Final Design	RE; Caltrans PQS	
Geology and Soils				
GEO-1: A site-specific investigation will be conducted at the final design phase to investigate the subsurface conditions including depth to groundwater at all three bridge locations.	Initial Study, Section 2.6, Geology and Soils	Final Design	PE; Caltrans Office of Geotech Engineering	

GEO-2: A scour study must be done during the final design phase, especially if embankment fills are planned for the bridge widenings.	Initial Study, Section 2.6, Geology and Soils	Final Design	PE; Caltrans Office of Geotech Engineering	
GEO-3: A site-specific analysis is required to be performed during the design phase when a more accurate estimate of the seismicity can be obtained from borings performed during a geotechnical investigation.	Initial Study, Section 2.6, Geology and Soils	Final Design	PE; Caltrans Office of Geotech Engineering	
GEO-4: A site-specific investigation will need to be conducted during the design phase to further assess the risk of liquefaction and seismically-induced landslides.	Initial Study, Section 2.6, Geology and Soils	Final Design	PE; Caltrans Office of Geotech Engineering	
GEO-5: Subsurface exploration will be required to characterize the site and obtain information about soil/bedrock and groundwater conditions, corrosion, site-specific data, and other pertinent geological information.	Initial Study, Section 2.6, Geology and Soils	Final Design	PE; Caltrans Office of Geotech Engineering	
Hazardous Waste / Materials				
HAZ-1: Incorporate Standard Special Provision 14-11.14 for handling, storing, transporting, and disposing of treated wood waste.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Final Design	PE; Caltrans Hazardous Waste Specialist	
HAZ-2: Prior to start of work, a work plan must be submitted to Caltrans for review by the utility company(s) replacing or removing utilities.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Pre-Construction	RE; Caltrans Hazardous Waste Specialist	
HAZ-3: Removal of the wood posts, railings, MBGRs, and piping may result in debris from the TWW, paint, concrete and ACM entering the underlying creeks and water. These activities must	Initial Study, Section 2.8, Hazards and Hazardous Materials	Construction	RE	

be performed to capture any debris that may fall into the water and soil below. The soil must be sampled after completion of work to ensure that no debris remains in the soil. All debris falling on the ground or into the water must be immediately cleaned up and work stopped until debris is removed.				
HAZ-4: An asbestos survey is required to identify ACM in concrete, shims and any other sealants.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Pre-Construction / Construction	RE; Caltrans Hazardous Waste Specialist	
HAZ-5: A Dust Control Plan will be prepared and approved by the South Coast Air Quality Management District (SCAQMD) before commencing any work in areas containing ACM. The Dust Control Plan will outline procedures to prevent dust emission during excavation, stockpiling, transportation, or placement of materials containing ACM.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Pre-Construction / Construction	RE; Caltrans Hazardous Waste Specialist	
HAZ-6: A project-specific Aerially Deposited Lead Site Investigation (SI) must be performed in the final design phase to adequately evaluate and determine the concentrations of lead in soil for health and safety of workers and disposal options. If ADL contaminated soil is reused, it can be considered minimal disturbance. If ADL soil is contaminated, then the soil requires disposal. The SI will determine disposal options.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Final Design	RE; Caltrans Hazardous Waste Specialist	
HAZ-7: The Contractor is required to provide a task-specific Lead Compliance Plan (LCP) to prevent or minimize worker exposure to lead while handling and/or removing excess soil	Initial Study, Section 2.8, Hazards and Hazardous Materials	Construction	RE; Caltrans Hazardous Waste Specialist	


potentially contaminated with ADL. The LCP must be prepared by a Certified Industrial Hygienist.				
HAZ-8: If the project requires imported borrow, the source of the import borrow shall be tested and free of contamination prior to placement.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Final Design / Pre-Construction	RE; Caltrans Hazardous Waste Specialist	
HAZ-9: The submittal of a work plan is required by Rinco Partnership Ltd to Caltrans for review, and a health and safety plan to protect workers from the released leaded fume if it is torch-cut before removal. If Caltrans performs the work, there is a need for handling and disposal.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Final Design / Pre-Construction	RE; Caltrans Hazardous Waste Specialist	
HAZ-10: The local riverbed and unpaved soil at Willow/Los Sauces Creek Bridge will require protection so that debris does not fall into the river. Testing of unpaved soil below the work area is required to ensure soil was not impacted during construction.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Construction	RE; Caltrans Hazardous Waste Specialist	
HAZ-11: Ground and surface waters need to be investigated during the PS&E phase to determine disposal alternatives. Groundwater will require containerization, testing, and disposal or discharge through an NPDES permit or sewer permit.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Final Design / Construction	RE; Caltrans Hazardous Waste Specialist	
HAZ-12: The waste generated by the removal of yellow thermoplastic stripe or yellow paint is considered to be hazardous and requires disposal to a Class I facility. Standard Special Provision SSP 14-11.12 will be incorporated for this purpose.	Initial Study, Section 2.8, Hazards and Hazardous Materials	Final Design / Construction	RE; Caltrans Hazardous Waste Specialist	
Transportation/Traffic				

TRAF-1: Traffic Management Plan (TMP). A TMP shall be developed to implement practical measures to minimize any traffic delays that may result from lane restrictions or closures in the work zone. TMP strategies shall be planned and designed to improve mobility, as well as increase safety for the traveling public and highway workers. These strategies include, but are not limited to, dissemination of information to motorists and the greater public, traffic incident management, construction management strategies, traffic demand management, and alternate route planning/detouring. The TMP would include coordination with local residents, businesses, local agencies, and emergency responders.	Initial Study, Section 2.16, Transportation/Traffic	Final Design	PE; Caltrans Division of Traffic Management	
TRAF-2: Roadway Closure Planning. Closure plans shall be developed to minimize traffic disruption during peak periods, and to the extent possible, such closures (when required) shall occur during off-peak and/or overnight periods. In advance of any closure periods, appropriate temporary signage (in accordance with Caltrans guidelines) shall be used to alert motorists of the closure and direct them to alternate routes.	Initial Study, Section 2.16, Transportation/Traffic	Final Design	PE; Caltrans Division of Traffic Management	
TRAF-3: Temporary Traffic Controls. Temporary traffic controls, signage, barriers, and flagmen shall be deployed as necessary and appropriately for the efficient movement of traffic (in accordance with standard traffic engineering practices) to facilitate construction of the project	Initial Study, Section 2.16, Transportation/Traffic	Final Design / Construction	PE; RE; Caltrans Division of Traffic Management	

improvements while maintaining traffic flows and minimizing disruption.				
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Appendix D: Responses to Comments

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY		GAVIN NEWSOM, Governor	
CALIFORNIA COASTAL COMMISSION South Coast Area Office 200 Océangate, Suite 1000 Long Beach, CA 90802-4302 (562) 590-5071			
January 25, 2019			
Susan Tse Koo Senior Environmental Planner California Department of Transportation, District 7 Division of Environmental Planning 100 South Main Street, MS 16A Los Angeles, CA 90012			
RE: Caltrans Ventura SR 1 Willow/Los Sauces Creek Bridge Upgrade Project Comments on Proposed Mitigated Negative Declaration (EA 296500)			
Ms. Tse Koo:			
Thank you for the invitation to comment on the proposed Mitigated Negative Declaration for the Willow/Los Sauces Creek Bridge Upgrade Project at Postmile 28.15 along the coastal side of SR 1 (Pacific Coast Highway) in unincorporated Ventura County. The Willow/Los Sauces Creek Bridge is within the Coastal Zone, so a coastal development permit(s) will be required following the CEQA review phase of the project. The two bridges along SR 33 appear to be outside the coastal zone. The Coastal Commission certified a Local Coastal Program (LCP) for Ventura County in 1983, which is the standard of review for new development above the mean high tide line. The Ventura County Planning Division may process a coastal development permit for development within its LCP jurisdiction.			A-1
The Scoping Notice indicates that the project includes a 50 foot by 260 foot temporary construction easement on the south side of bridge, construction to widen the bridge deck by 2 feet 4 inches in the southbound direction by extending the steel reinforced edge, reconstruction of two southern abutments 5 feet wide by 5 feet high by 12 feet deep, relocate utilities on the south side of the bridge, remove the existing wooden rail and upgrade with metal beam guardrails and bicycle tubular railing, pave shoulders on newly widened bridge deck restripe traffic lines, and install a scour monitoring device.			
Consistent with the Ventura County LCP, the project should avoid adverse impacts to biological and visual resources and maximize public access along the shoreline. The environmental review should identify mitigation measures and alternatives that minimize environmental impacts and achieve consistency with the policies of the Ventura County LCP. Coastal Commission staff suggests additional analysis of the following issue areas and potential mitigation measures and project alternatives to further reduce impacts:			
Environmentally Sensitive Habitat Area The temporary construction easement should avoid impacts to environmentally sensitive habitat within the creek and adjacent to the creek. Construction materials and equipment should be stored in existing disturbed areas rather than along the creek banks and disturbance of native vegetation should be avoided. Coastal Commission staff suggests adding this as a mitigation measure on pages 43-45.			A-2

Response to Comment A-1

The statement that a coastal development permit(s) will be required for the Willow/Los Sauces Creek Bridge is acknowledged. Caltrans will follow the Ventura County Planning Division coastal development permit process.

Response to Comment A-2

All efforts will be made during construction to avoid impacts to Willow/Los Sauces Creek and to sensitive resources within the project area. To ensure this, the following measures are proposed.

BIO-5: Access Path: Access will be limited to one pathway only. The designed pathway will have the least impact to the native plants and riparian habitat. Access limit will be flagged or marked out. Access path will be blocked so as not to allow public access upon project completion.

BIO-7: Staging Area: Vehicle maintenance will not be conducted in the streambed, herein defined as the channel through which a natural stream of water runs or used to run.

BIO-8: Environmentally Sensitive Area: An ESA shall consist of an area within and near the limits of construction where access is prohibited or limited for the preservation of existing vegetation, or protection of biological habitat as shown on the plans.

BIO-18: Prevent Spills and Leakage from Heavy Equipment: Heavy equipment shall be positioned away from the creek channel at the end of each workday. All heavy equipment will be checked for oil leaks, gas, hydraulic fluid, and any other pollutant which could impact water quality and instream habitat each workday prior to being deployed into the project area. Drip pans should be installed on all equipment working in the project area to control leaks and for the purpose of avoiding water quality impacts to surface waters.

Avoid Fill of Wetlands

Please analyze potential bridge abutment designs that reduce the amount of fill material within the creek and avoid impacts to sensitive resources. Coastal Commission staff suggests modifying the design to avoid the fill of wetlands identified on page 53. If fill is unavoidable, wetland mitigation will be required and a proposed mitigation site and amount should be identified in the mitigation measures on pages 55-56.

Sea Level Rise

Page 112 of the proposed MND references Caltrans Guidance on Incorporating Sea Level Rise. The analysis states that "the project's Final Hydraulic Report concluded that there will not be any structural effects to the Willow/Los Sauces Creek Bridge based on a high sea level rise projection of 55 inches (11.5 feet) by 2100. However, there could be a small pooling of water, as the lowest elevation at this site is 11.05 feet." There appears to be a discrepancy between 55 inches (generally a high sea level rise scenario) and 11.5 feet, the lower probability but more severe H++ scenario. Please clarify whether there are expected impacts to the bridge under the high sea level rise scenario, in combination with a severe storm and a high tide event. The acknowledgement that pooling of water might occur appears to relate to the lower probability H++ scenario, which should still be acknowledged in the MND, along with a statement that future adaptation will be required if such scenario occurs.

Bridge Rails

In order to preserve and enhance visual resources and scenic views of the coastal environment from Pacific Coast Highway, the project should incorporate context sensitive, see-through bridge and guardrail designs, consistent with the designs selected by the Coastal Commission's Road's Edge Subcommittee in collaboration with Caltrans staff. The Type 732 Guardrails referenced on pages 13-14 for the two bridges on SR 33 outside the coastal zone may not be appropriate for the bridge within the coastal zone. Coastal Commission staff suggests referencing a see-through guardrail design in the project description on page 15 and referencing the see-through design as a mitigation measure in the aesthetics section of the MND.

California Coastal Trail

Caltrans and the Coastal Commission are partners in planning and designing the California Coastal Trail. Consistent with this partnership and with the policies of the Ventura County LCP encouraging public trails and active transportation, the project should identify the California Coastal Trail with signage where appropriate, which may include the subject bridge along Pacific Coast Highway within the project area. The project plans should provide space for safe pedestrian and bicycle use along the transportation corridor. Coastal Commission staff suggests referencing California Coastal Trail signage as either a project component or as a mitigation measure in the aesthetics section of the MND (because the new wider bridge may be less aesthetically pleasing but provision of space for the California Coastal Trail and appropriate signage could offset some impacts).

Native Species and Landscaping

The project description or mitigation measures should provide for native species and invasive control in the final restoration plan and/or landscape plan, consistent with the Ventura County LCP, Caltrans and Coastal Commission objectives, and the 2017 Caltrans-CCC Interagency Agreement.

A-2

A-3

A-4

A-5

A-6

Response to Comment A-2 (cont.)

BIO-21: Water Diversion Plan: A Water Diversion Plan shall be developed and implemented to de-water the construction zone at all three locations in consultation with NOAA, CDFW, USFWS, ACOE, and RWQCB. The plan will include measures to divert water through the project site to reduce turbidity and prevent sediments from entering the stream course.

BIO-31: USFWS Measure: Caltrans will conduct all refueling, maintenance, and staging of equipment and vehicles at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain towards aquatic habitat. Caltrans will ensure that contamination of habitat does not occur during such operations. Caltrans will ensure a spill response plan is in place prior to onset of work.

Response to Comment A-3

The 55 inches (in.) are the High Sea-Level Rise Projection for 2100 using 2000 as the baseline. This Sea Level Rise was added to the Highest Astronomical Tide (HAT) of 7.14 feet (ft.) at the nearest National Oceanic and Atmospheric Administration (NOAA) Tides & Currents station in Santa Barbara, CA (Station ID: 9411340). Adding 55 in. to 7.14 ft. results in a tide elevation of approximately 11.7 ft in 2100. The lowest elevation at the bridge site is 11.05 ft., so there could be a small pooling of water at the bridge site.

The H++ scenario is currently unknown, but its consideration is particularly important for high-stakes, long-term decisions (State of CA – Sea-Level Rise Guidance [2018 Update]). The H++ scenario was not considered for this project since it is a bridge-widening for a bridge that is the same relative elevation as the rest of the road (State Route 1 - Pacific Coast Highway).

Please note that the comments provided herein are preliminary in nature. More specific comments may be appropriate as the project develops. Coastal Commission staff requests notification of any future activity associated with this project or related projects. Thank you for the opportunity to comment on the proposed Mitigated Negative Declaration.

A-7

Sincerely,



Zach Rehm

Senior Transportation Program Analyst

Cc: Steve Hudson, South Central Coast District Director, CCC
Barbara Carey, South Central Coast District Manager, CCC
Tami Grove, Statewide Development and Transportation Program Manager, CCC
Nick Pisano, Coastal Commission Liaison, Caltrans District 7

Response to Comment A-3 (cont.)

Through hydraulic modeling of Willow/Los Sauces Creek, it was determined that the proposed work will have no objectionable effects to the floodplain or channel capacity. There are no expected impacts to the bridge.

Response to Comment A-4

Following circulation of the Initial Study, a Scenic Resources Evaluation and Visual Impact Assessment was prepared in May 2019. The following measure has been included to conserve and enhance the natural characteristic and visual quality of the SR-1 project site.

AES-5: On SR-1, the upgraded bridge railing will incorporate context sensitive solutions, see-through bridge and guard rail designs, consistent with designs selected by Coastal Commission's Road's Edge Subcommittee in collaboration with Caltrans.

Response to Comment A-5

There are currently Class II bike lanes within both shoulders at this location. These lanes will be maintained on each side of the bridge following construction. California Coastal Trail signage has been included as a project component.

Response to Comment A-6

BIO-47: A weed abatement program will be developed to minimize the importation of nonnative plant material during and after construction. Eradication strategies would be employed should an invasion occur. At a minimum, this program will include the following measures:

- During construction, the construction contractor shall inspect and clean construction equipment at the beginning and end of each day

Response to Comment A-6 (cont.)

and prior to transporting equipment from one project location to another.

- During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible.
- During construction, the contractor shall ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust.
- During construction, the contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust.
- During construction, soil/gravel/rock will be obtained from weed-free sources.
- Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- After construction, affected areas adjacent to native vegetation will be revegetated with plant species approved by the District Biologist that are native to the vicinity.
- Replacement tree planting shall occur within suitable, onsite areas at ratios that ensure success of the planted species;
- After construction, all revegetated areas will avoid the use of species listed on Cal-IPC's California Invasive Plant Inventory.
- The planting of invasive trees shall be prohibited.
- Erosion control and revegetation sites will be monitored for 2 to 3 years after construction to detect and control the introduction/invasion of nonnative species.
- Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist and Landscape Architect.

Response to Comment A-7

The statement that the comments provided are preliminary in nature is acknowledged. Caltrans will notify Coastal Commission staff on all future activity associated with this project or related projects.



January 25, 2019

Mrs. Susan Tse, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning (SR-1/SR-33 Bridges Rail Upgrade Project)
100 South Main Street MS-16A
Los Angeles, CA 90012
susan.tse@dot.ca.gov

RE: Scenic Highway 33 Bridges Rail Upgrade Project

Dear Mrs. Tse:

Thank you for providing us with Caltrans' Notice of Intent to Adopt a Mitigated Negative Declaration for the State Route 1 and State Route 33 Bridges Rail Upgrade Project ("Project"). The Project includes widening two bridges where Highway 33 passes over North Fork Matilija Creek (Bridge No. 52-0044 and Bridge No. 52-0173). Specific features of the \$9 million Project include:

- Widening the bridges by a total of 13 feet and 15 feet, respectively;
- Replacing the historic wooden railings with concrete barriers and metal beam guardrails;
- Significant channel manipulation including grading, boulder removal, excavation, borings, and installation of abutments, piers, and footings; and
- Long-term dewatering of North Fork Matilija Creek during construction.

The two bridges are located inside the boundary of the Los Padres National Forest along a formally-designed segment of the Jacinto Reyes National Forest Scenic Byway. The Project may result in significant aesthetic impacts along this portion of scenic highway, especially when combined with visual impacts from other recent projects along the corridor. In addition, the Project will result in significant impacts to several threatened and endangered species and their critical habitat. For these reasons – described in more detail below – Caltrans must prepare an Environmental Impact Statement ("EIR") prior to constructing this Project.

Aesthetic Impacts

Caltrans' intent to adopt the MND is based, in part, on a finding that the project will have "no effect" on aesthetics. Specifically, the IS/MND states: "No Impact - The Caltrans District 7 Office of Landscape Architecture determined that no noticeable visual changes to the environment are proposed as part of the proposed project."

To support this finding, Caltrans completed its Questionnaire to Determine Visual Impact Assessment (VIA) Level and calculated a score of 9 – nearly the smallest score possible on a scale of 6 to 30. According to the questionnaire, a score that low indicates that "[n]o noticeable visual changes to the environment are proposed and no further analysis is required."

However, a properly-conducted analysis would give this Project a score of at least 20 ("Noticeable visual changes to the environment are proposed."). A score in this range would require Caltrans to prepare a

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Response to Comment B-1

Following circulation of the Initial Study, a Scenic Resources Evaluation and Visual Impact Assessment was prepared in May 2019. The proposed elements will pose minimal changes to the visual quality along the route. The visual experience of the natural scenic beauty of the corridor as a whole will not be diminished. The following measures have been included as part of the project to conserve and enhance the natural characteristic and visual quality of the SR-33 project sites.

AES-1: All bridge railing, and bicycle tube railings are to be similar and visually compatible with existing structures along the route.

AES-2: The material, color and texture for all concrete work are to match or blend into the surrounding environment, i.e. existing barriers, wall, or rock slope.

AES-3: Metallic surfaces, where feasible, are to be treated with oxidizing agent to appear aged and non-reflective.

AES-4: On SR-33, a "Stone Masonry Guardwall" pattern is to be imprinted on to the inside face (travel face) of the bridge railing. The concrete will be stained with earth tone colors to complement surrounding rock/soil color.

AES-6: Erosion control measures are to be applied to all disturbed slopes. If seeds are to be used to revegetate the slope, native plant materials and seed species will be determined by Caltrans District licensed Landscape Architects, Coastal Commission, and U.S. Forest Service plant resource specialists.

B-1

fully-developed Visual Impact Assessment for public review. That VIA would include a thorough analysis of visual impacts, photo simulations, and alternatives and mitigation measures to reduce visual impacts.

By preparing a VIA, Caltrans—and the public – would be able to properly evaluate alternatives and mitigation measures including material and design changes that would improve the consistency of the project with the Forest Byway Management Plan. That plan requires that bridges and other structures “blend in with the natural environment in a way that doesn’t detract from the natural beauty or scenic vistas” and recommends a Stone Masonry Guardwall as the standard for railings along the byway. See U.S. Forest Service 2004. *Jacinto Reyes Corridor Management Plan* at 39-40.

A close inspection of Caltrans’ VIA questionnaire shows many incorrect responses that collectively result in an underestimation of the Project’s visual impacts. We include each of the questions below, followed by Caltrans’ score and what we believe is a more accurate scoring.

Question	Caltrans Score	Revised Score
<p>1. Will the project result in a noticeable change in the physical characteristics of the existing environment?</p> <p><i>Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.</i></p>	Low Level of Change (1 point)	<p>High Level of Change (3 points)</p> <p>The Project includes temporary and permanent changes to the creek and bank; removal of vegetation, and conversion of a historic wooden railing with a large concrete wall and guardrail. Long-term staging of supplies and equipment will also cause a temporary visual impact during the peak recreational season when most people visit the forest.</p>
<p>2. Will the project complement or contrast with the visual character desired by the community?</p> <p>Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.</p>	High Compatibility (1 point)	<p>Low Compatibility (3 points)</p> <p>The Project will give an urban appearance to an existing rural segment of the highway by significantly widening the bridges and replacing the historic wooden guardrails with imposing concrete and metal barriers. The change will not be supported by the public which travels this road to access the national forest. Planning documents</p>

Response to Comment B-1:

See previous page.

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Response to Comment B-1
See page 156.

B-1

		such as the Forest Service's corridor management plan support rustic designs with materials and designs that blend with the natural environment.
<p>3. What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed?</p> <p>Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.</p>	Negligible Project Features (0 points)	<p>High Concern (3 points)</p> <p>The level of local concern is high. The Jacinto Reyes Scenic Byway is the only national forest scenic byway in the region, and serves as the primary access point for thousands of residents from Ventura County and beyond to access the Los Padres National Forest.</p>
<p>4. Will the project require redesign or realignment to minimize adverse change or will mitigation, such as landscape or architectural treatment, likely be necessary?</p> <p>Consider the type of changes caused by the project, i.e., can undesirable views be screened or will desirable views be permanently obscured so a redesign should be considered?</p>	No Mitigation Likely (0 points)	<p>Extensive Mitigation Likely (2 points)</p> <p>Mitigation measures including changes in materials and design would minimize adverse visual changes.</p>
<p>5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?</p> <p>Identify any projects (both Caltrans and local) in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.</p>	Cumulative Impacts Unlikely to Occur (1 point)	<p>Cumulative Impacts Likely to Occur within 0-5 Years (3 points)</p> <p>Cumulative impacts include visual impacts associated with a bank stabilization project in the vicinity. That project includes a large concrete wall. Several miles of steel guardrail were installed along the scenic highway/byway within the last ten years. These projects have all been constructed with materials and design that are inconsistent with the Forest Service's scenic byway</p>

Response to Comment B-1
See page 156.

B-1

		corridor management plan, resulting in significant cumulative visual impacts.
<p>1. What is the potential that the project proposal will be controversial within the community, or opposed by any organized group?</p> <p>This can be researched initially by talking with Caltrans and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.</p>	No Potential (0 point)	<p>High Potential (3 points)</p> <p>The Project design is controversial within the community and is opposed by Los Padres ForestWatch in its current form. We have communicated with Caltrans many times since 2008 about our interest in preserving the scenic and biological values along the corridor.</p>
<p>2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?</p> <p>Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other Caltrans staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.</p>	Low Sensitivity (1 point)	<p>Moderate Sensitivity (2 points)</p> <p>Thousands of travelers use this scenic corridor to access the national forest each year. It is one of the primary gateways to the Los Padres National Forest in our region. The visual changes would occur immediately along the road. The relatively short duration of the impact warrants a score of 2 instead of 3.</p>
<p>3. To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?</p> <p>Although the State is not always required to comply with local planning ordinances, these documents are critical in understanding the importance that communities place on aesthetic issues. The Caltrans Environmental Planning branch may have copies of the planning documents that pertain to the project. If not, this information can be obtained by contacting the local planning department. Also, many local and state planning</p>	Moderate Compatibility (2 points)	<p>Low Compatibility (3 points)</p> <p>As explained above, the Project is inconsistent with the San Jacinto Byway Corridor Management Plan.</p>
4		

documents can be found online at the California Land Use Planning Network.		
4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)? Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitted, may be determined by talking with the project Environmental Planner and Project Engineer. Note: coordinate with the Caltrans representative responsible for obtaining the permit prior to communicating directly with any permitting agency.	Maybe (2 points)	Yes (3 points) Section 1.4 of the IS/MND identifies four permits required for this Project from outside agencies – California Department of Fish & Wildlife, Army Corps of Engineers, Regional Water Quality Control Board, and California Transportation Commission.
5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts? Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.	No (1 point)	Yes (3 points) Both Caltrans and the public will benefit from a more detailed VIA. Such analysis would identify appropriate and mutually-agreeable materials and design changes that reduce visual impacts while still obtaining Project objectives.
PROJECT SCORE	9	26

For the reasons outlined above, the Project would benefit from a robust VIA that incorporates the issues identified above and proposes appropriate mitigation measures and design changes. Absent such a VIA, the Project may have significant impacts requiring preparation of an EIR.

Biological Impacts & Mandatory Findings of Significance

Pursuant to CEQA Guidelines 15065, certain kinds of impacts are necessarily significant and thus automatically require preparation of an EIR. This Project satisfies two criteria triggering a mandatory finding of significance because it will “substantially reduce the habitat of a fish or wildlife species” and “substantially reduce the number or restrict the range of an endangered, rare or threatened species.” CEQA Guidelines 15065(a)(1).

The IS/MND contains ample evidence justifying a mandatory finding of significance, including:

- “The proposed project may affect and is likely to adversely affect California red-legged frog critical habitat. The proposed project occurs in designated critical habitat for CRLF and includes water diversion and de-watering activities that will require any individuals present within the construction footprint to be captured and removed from the project area. The project also

Response to Comment B-1

See page 156.

Response to Comment B-2

The Project Development Team has determined that potentially significant impacts associated with the proposed project can be mitigated to “less-than-significant,” with implementation of the following mitigation measures.

B-1

BIO-19, BIO-22, BIO-23, BIO-27, BIO-28, BIO-34. Please refer to Appendix C Avoidance, Minimization, and Mitigation Summary for all measures that will be implemented for this project.

Incidental take for steelhead trout may be needed during project construction. The National Marine Fisheries Service (NMFS) has proposed measures **BIO-37-46** to be included into the Environmental Commitments Record (ECR) to minimize impacts to steelhead during project construction. With the inclusion of these measures, the proposed project will not “substantially reduce the habitat of a fish or wildlife species” and will not “substantially reduce the number or restrict the range of an endangered, rare or threatened species” following construction.

B-2

Caltrans will work closely with regulatory agencies such as the National Marine Fisheries Service, U.S. Fish and Wildlife, California Department of Fish and Wildlife, Regional Water Quality Control Board, and others during the Final Design phase to make sure that all necessary permits and requirements are acquired prior to construction.

involves the extended de-watering of this stretch of Matilija Creek for an extended period of time.” IS/MND at 40.

- “The Lower North Fork of the Matilija appeared to contain some of the best habitat for steelhead spawning and rearing within the Matilija basin.... The proposed project will likely result in the incidental take of individual steelhead trout, due to the water diversion and relocation of steelhead. Steelhead mortality is expected during water diversion and other construction activities.” IS/MND at 42.

These impacts trigger mandatory findings of significance, and as such, Caltrans must prepare an EIR before proceeding with the Project. We strongly believe that the additional analysis will produce a more visually-pleasing project that avoids significant impacts to wildlife while still achieving Project objectives.

We have previously expressed an interest in working with Caltrans and the U.S. Forest Service to cooperatively implement the goals and objectives outlined in the Forest Service’s *Jacinto Reyes Corridor Management Plan*. This Project – and others like it – would benefit immensely if all stakeholders would commit to working together to fulfill our common interest in protecting and enhancing the scenic qualities of this National Forest Scenic Byway. We look forward to continuing to explore opportunities to work cooperatively with you on this and future projects along Highway 33.

Thank you for considering our concerns and recommendations. Please provide us with all future public notices, decision documents, and environmental documents pertaining to this Project and to other projects along the scenic highway and scenic byway portions of Highway 33.

Sincerely,



Jeff Kuyper
Executive Director

Response to Comment B-2

See previous page.

B-2

Response to Comment B-3

Thank you for your comments. As requested, Caltrans will provide all future public notices, decision documents, and environmental documents pertaining to this project and to other projects along the scenic highway and scenic byway portion of State Route 33.

B-3

January 24, 2019

California Department of Transportation
Attn: Susan Tse, Senior Environmental Planner
100 S Main St MS-16A
Los Angeles, CA 90012

E-mail: susan.tse@dot.ca.gov

Subject: State Route 1 and State Route 33 Bridges Rail Upgrade Project

Dear Ms. Tse:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Anthony Ciuffetelli, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Anthony Ciuffetelli at (805) 654-2443.

Sincerely,


Denise Thomas, Manager
Planning Programs Section

Attachments

County RMA Reference Number 18-018

800 South Victoria Avenue, L# 1740, Ventura, CA 93009 (805) 654-2481 Fax (805) 654-2509



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January 25, 2019

Mrs. Susan Tse, Senior Environmental Planner
California Department of Transportation
Division of Environmental Planning (SR-1/SR-33 Bridges Rail Upgrade Project)
100 South Main Street MS-16A
Los Angeles, CA 90012

Subject: Notice of Intent to adopt a Mitigated Negative Declaration for the State Route 1 and State Route 33 Bridges Rail Upgrade Project

Dear Mrs. Tse:

Thank you for the opportunity to provide input and comments on the Mitigated Negative Declaration for the State Route 1 and State Route 33 Bridges Rail Upgrade Project. The Long Range Section of the Ventura County Planning Division reviewed the Initial Study for the proposed project and provides the following response:

1. **Local Coastal Program (LCP).** The proposed project improvements described as Project Location 3, Willow/Los Sauces Creek Bridge (SR-1, Post Mile 28.15, Bridge No. 52-0003) is located within the Coastal Zone and is subject to the Local Coastal Program (LCP) which is comprised of the Coastal Area Plan (CAP) and the Coastal Zoning Ordinance (CZO). Please refer to the Local Coastal Program of Ventura County on the County's website at <https://vcrma.org/local-coastal-program> which provides specific standards, goals and policies for this area. Information about the County's LCP and guiding documents can be found on our website and shall be consulted as part of the environmental analysis for the project. Specifically, the comments below should be taken into consideration as part of the final environmental document:

A general alignment for the Coastal Trail was planned by the County of Ventura Planning Division and adopted by the Board of Supervisors in December 2016. The Local Coastal Program Amendments for the Coastal Trail were certified by the California Coastal Commission in June, 2017. The County's Local Coastal Program, specifically Coastal Area Plan, Chapter 4, Section 4.1.4 Coastal Trail, describes the need for multimodal improvements for cyclists and pedestrians in the project area. Figure 4.1-2 of the Coastal Area Plan identifies Coastal Trail improvements for SegmentN2 that are applicable to the proposed Willow/Los Sauces Creek Bridge replacement. While the bridge includes a designated Class 2 bike lane, Coastal Trail improvements are needed to accommodate walkers and hikers.

800 South Victoria Avenue, L# 1740, Ventura, CA 93009 (805) 654-2481 Fax (805) 654-2509



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Response to Comment C-1

There are currently Class II bike lanes within both shoulders at this location. These lanes will be maintained on each side of the bridge following construction. The new shoulders will be 8 ft wide on both sides of the bridge. California Coastal Trail signage has been included as a project component.

C-1

Please include in the bridge design, a small walk space, preferably on the ocean side of the bridge, that makes this trail segment safe for pedestrian access. While this area is not a high-profile segment of the planned Coastal Trail, since it is not located along the shoreline, it provides a needed connection between public recreational amenities. Pedestrian access connections are needed from the southern end of the Ralph Fertig Memorial Bike Path (a Class 1 multi-modal pathway) to Coastal Trail Segment N2-A, Hobson County Beach Park, and the Rincon Parkway RV Campground. There are no other viable alternatives for the Coastal Trail in this area, as Highway 101 and the Seacliff off-ramp are the dominant shoreline features and there are no other beaches, roads, or public lands that could be used to site Coastal Trail. If needed improvements are not included in new bridges, they are unlikely to be added for decades, resulting in hazardous gaps in the Coastal Trail alignment.

Assembly Bill No. 1396, which was approved by the Governor in 2007, requires transportation planning agencies such as Caltrans, whose jurisdiction includes property designated for the Coastal Trail, to coordinate with specified agencies regarding development of the trail, and to include provisions for the trail in their regional transportation plans. The County desires to coordinate with Caltrans, the Coastal Commission, and the Coastal Conservancy to complete the Coastal Trail in Ventura County.

Section 2.10 Land Use and Planning

This section acknowledges that the *"Coastal Area Plan addresses topics such as shoreline access and public trails..."* however the project description and Figure 11 Project Location 3 Widening and Temporary Construction Easement Area of the environmental document do not incorporate or discuss the proposed bicycle and pedestrian facilities. This section should be revised to ensure the proposed project is consistent with any applicable land use plan as noted in this section of the environmental checklist.

Section 2.15 Recreation

Environmental checklist part b) in this section states *"There would be no impact as the project would not include recreational facilities nor require the construction or expansion of recreational facilities."* This finding is inconsistent with the County Local Coastal Program and should be revised to reflect Coastal Area Plan, Chapter 4, Section 4.1.4 Coastal Trail.

Section 2.16 Transportation/Traffic

Environmental checklist part a) in this section states *"The project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system."* In addition, environmental checklist part f) in this section states *"The project would not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities."* These findings are inconsistent with the County Local Coastal Program and should be revised to reflect Coastal Area Plan, Chapter 4, Section 4.1.4 Coastal Trail.

Response to Comment C-2

The project description for Project Location 3 (Willow/Los Sauces Creek Bridge) in Section 1.3.2 Build Alternative has been revised for clarity, as follows:

There are currently Class II bike lanes within both shoulders at this location. These lanes will be maintained on each side of the bridge following construction.

C-1

Response to Comment C-3

There are currently Class II bike lanes within both shoulders at this location. These lanes will be maintained on each side of the bridge following construction. There would be no adverse physical effect on the environment as a result of this.

Response to Comment C-4

The project would not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as it will not obstruct the implementation of multimodal improvements in the project area.

C-2

C-3

C-4

Thank you again for the opportunity to comment. Should you have any questions about the contents of this letter, please contact me at 805-654-3327 or via email at linda.blackburn@ventura.org


Sincerely,

A handwritten signature in blue ink, appearing to read "Linda Blackburn".

Linda Blackburn, Senior Planner
Long Range Planning Section
Ventura County Planning Division



County of Ventura
PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM

DATE: 12/27/2018
TO: RMA Planning Division
Attention: Anthony Ciuffetelli
FROM: Anitha Balan, Engineering Manager II 
SUBJECT: **REVIEW OF DOCUMENT 18-018 EIR**
Project: **SR-1 and SR-44 Bridge Rail Upgrade Project**
Lead Agency: **Caltrans - District 7**
Upgrade non-standard wooden bridge railing on three bridges in Ventura County along SR-1 and SR 33.

Pursuant to your request, the Public Works Agency - Transportation Department has reviewed the EIR for the SR-1 and SR-44 Bridge Rail Upgrade Project.

The California Department of Transportation (Caltrans) proposes to widen three bridges in Ventura County to upgrade non-standard wooden bridge railing and accommodate standard shoulders at Willow/Los Sauces Creek (Bridge No. 52-003) on State Route 1 and at North Fork Matilija Bridge (Bridge No. 52-0044 and Bridge No. 52-0173) on State Route 33. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).

We offer the following comment(s):

1. This project is adjacent to the State Route(SR) 33 traffic Impact area. The County General Plan (GP) policy requires SR 33 to have a minimum LOS E.; however currently portions of the SR 33 functions at LOS "F" during AM Peak hours 6:30 am to 9:00 am Southbound and PM Peak hours 3:30 pm to 6:30 pm Northbound. To help maintain LOS E or better, GP guidelines require any projects in unincorporated areas to mitigate, or reduce, the negative effects of traffic congestion that may result from the project. Therefore, the construction related trips associate with this project shall travel through the SR 33 Impact Area outside the AM and PM Peak Hour restrictions.

It is understood that most added traffic to the SR 33 as associated with this project will be traveling in the opposite direction of the Peak Hour restrictions, however Caltrans shall take into consideration any possibility that this project could add trips

Response to Comment D-1

The following recommended measure has been incorporated into the project as follows:

TRAF-2: Roadway Closure Planning. Closure plans shall be developed to minimize traffic disruption during peak periods, and to the extent possible, such closures (when required) shall occur during off-peak and/or overnight periods. In advance of any closure periods, appropriate temporary signage (in accordance with Caltrans guidelines) shall be used to alert motorists of the closure and direct them to alternate routes.

D-1

in the Peak Hour LOS "F" directions and mitigate the impacts.

2. Caltrans MND shall document the trip generation associated with the project, estimated timeline of construction and the duration of work at each location.
3. The County would like to received the draft MND when it is completed for further review.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

D-2

D-3

Response to Comment D-2

Approximately 240 working days will be needed per bridge. Construction will last for approximately one calendar year due to biological requirements and utility work. The trip generation for construction vehicles will be approximately 10 vehicles per day. This is based on the estimated number of contractor vehicles in and out from the job site.

Response to Comment D-3

The Initial Study with Mitigated Negative Declaration will be provided to the County following approval. Caltrans will continue to coordinate with the County during final design phase to address any concerns.



VENTURA COUNTY WATERSHED PROTECTION DISTRICT
WATERSHED PLANNING AND PERMITS DIVISION
800 South Victoria Avenue, Ventura, California 93009
Sergio Vargas, Deputy Director – (805) 650-4077

MEMORANDUM

DATE: January 9, 2019

TO: Anthony Ciuffetelli, RMA Planner
County of Ventura

FROM: Nathaniel Summerville, Engineer III-Advanced Planning Section

SUBJECT: RMA18-018 SR-1 & SR-33 Rail Bridges Upgrade
Watershed Protection District Project Number: WC2018-0080

Pursuant to your request dated December 27, 2018, this office has reviewed the submitted materials and provides the following comments.

PROJECT LOCATION:

Two locations on SR 33 at PM 16.13 (34.492705 N, 119.306454 W) and PM 15.82 (34.488619 N, 119.305619 W) and one location on SR 1 at PM 28.15 (34.348601 N, 119.422270 W)

PROJECT DESCRIPTION:

This project is being pursued by Caltrans within its own easement. It consists of widening and new barriers for three bridges. Two bridges are on State Route 33 and span North Fork Matija. One bridge is on State Route 1 and spans Los Sauces Creek.

WATERSHED PROTECTION DISTRICT COMMENTS:

Comments related to Flood Control Facilities/Watercourses - Watershed Protection District and Other Facilities:

The bridges on SR 33 at PM 15.82 and PM 16.13 span North Fork Matilija, which is a Ventura County Watershed Protection District (District) jurisdictional redline channel. Therefore, we offer the following comments:

1. It is requested that the project proponent obtain a Watercourse Permit from the Ventura County Watershed Protection District (District) to ensure that project is compliant with the *Ventura County Watershed Protection District Ordinance* WP-2. The purpose of the Permit is to mitigate potential hydraulic impacts to neighboring properties, prevent altering the characteristics of the

Response to Comment E-1

Caltrans will follow the Ventura County Watershed Protection District permit application process in order to obtain a Watercourse Permit from the VCWPD and to ensure that the project complies with the VCWPD Ordinance WP-2.

E-1

flow of water except as allowed under the Watercourse Permit within North Fork Matilija, a District jurisdictional channel, and to prevent potential downstream migration of improperly constructed on-site structures and other improvements. The permit application needs to include the following:

- a. Construction plans prepared, signed, and stamped by a California licensed civil engineer including but not limited to, a site plan depicting general drainage trends, existing and proposed topography and elevations, proposed improvements in both plan and profile, and construction details that meet the standards of the City of Ojai and the Ventura County Watershed Protection District;
 - b. Site specific hydrology for existing and proposed conditions that conforms to the Ventura County Watershed Protection District's Hydrology Manual, latest edition, and that continues to demonstrate compliance with the District's requirement that runoff after development not exceed the runoff under existing conditions for any frequency of event;
 - c. Hydraulics using a methodology and/or computer model applicable to the proposed improvements and acceptable to the Ventura County Watershed Protection District. Such models include HECRAS and WSPG, latest editions. Models must incorporate all project aspects, including landscaping and vegetative mitigation and be performed on a sufficient channel length to show all project impacts. Flooding delineation with before and after condition shall be documented on all applicable project plans to demonstrate that capacity is available to pass the flood flow;
 - d. A California licensed civil engineer shall perform a sediment transport study and a detailed scour analysis for the proposed improvements, or provide an analysis and recommendations as to why such studies may not be needed in this case;
 - e. Provide a detailed geotechnical study demonstrating adequate support for the proposed improvements prepared by a California licensed geotechnical (soils engineering) consultant;
 - f. Provide structural calculations and details prepared, signed, and stamped by a California licensed structural or civil engineer as necessary to demonstrate that the proposed improvements will be stable under the project loading conditions expected including hydraulic impact loading;
 - g.
2. Documentation: A District Watercourse Permit application package will need to be prepared and signed by the Permittee or a duly authorized agent and submitted to and logged by the Permit Section.

END OF TEXT

Response to Comment E-1

See previous page.

E-1



VENTURA COUNTY WATERSHED PROTECTION DISTRICT
WATERSHED PLANNING AND PERMITS DIVISION
800 South Victoria Avenue, Ventura, California 93009
Sergio Vargas, Deputy Director – (805) 650-4077

MEMORANDUM

DATE: January 9, 2019

TO: Anthony Ciuffetelli, RMA Planner
County of Ventura

FROM: Nathaniel Summerville, Engineer III-Advanced Planning Section

SUBJECT: RMA18-018 SR-1 & SR-33 Rail Bridges Upgrade
Watershed Protection District Project Number: WC2018-0080

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PROJECT DESCRIPTION:

This project is being pursued by Caltrans within its own easement. It consists of widening and new barriers for three bridges. Two bridges are on State Route 33 and span North Fork Matija. One bridge is on State Route 1 and spans Los Sauces Creek.

WATERSHED PROTECTION DISTRICT COMMENTS:

Comments related to Hydraulic Hazards - FEMA:

The bridge at PM 28.15 on SR 1 spans a FEMA Special Flood Hazard Area Zone A as shown on FEMA Map Panel 061110710E effective January 20, 2010. Caltrans is responsible for serving as the Floodplain Manager within its own jurisdictional right of way. This may include at a minimum the issuance of a Floodplain Development Permit for this project within the designated FEMA mapped Special Flood Hazard Area and stating what the freeboard is between the lowest horizontal member and the 100-year water surface in the creek that is passing under the bridge. Caltrans should notify FEMA Region IX of any adverse flood impacts to the mapped Special Flood Hazard Area at the bridge location. Gregor Blackburn, FEMA Region IX Branch Chief for Floodplain Management and Insurance, can be reached at (510) 627-7186. Jeff Pratt, the Ventura County Public Works Director is the floodplain manager for unincorporated areas within

Response to Comment F-1

Through hydraulic modeling of Willow/Los Sauces Creek, it was determined that the proposed work will have no objectionable effects to the floodplain or channel capacity. Therefore, there are no expected impacts to the bridge.

F-1

RMA18-018 SR-1 & SR-33 Rail Bridges Upgrade - WC2018-0080
January 9, 2019
Page 2 of 2

Ventura County. Questions about the County's floodplain management program can be directed to Raymond Gutierrez from the Public Works Agency, Development and Inspection Services at (805) 654-2059.

END OF TEXT