

# **ADDENDUM**

to the Matilija Dam Ecosystem Restoration Feasibility Study Final EIS/EIR  
for the Santa Ana Boulevard Bridge Replacement Component  
of the Matilija Dam Ecosystem Restoration Project

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# FEIS/FEIR ADDENDUM

to the Matilija Dam Ecosystem Restoration Feasibility Study Final EIS/EIR  
for the Santa Ana Boulevard Bridge Replacement Component of the Matilija Dam Ecosystem  
Restoration Project

## 1. Purposes

The purposes of this Addendum are:

- a) To describe project component changes and additional design details for the Santa Ana Boulevard Bridge Replacement Component of the Matilija Dam Ecosystem Restoration Project;
- b) To determine whether a subsequent or supplemental EIR is required under the California Environmental Quality Act as a result of the project component changes and additional design detail; and
- c) To determine whether a supplement to the Final EIS is required under federal law (40 C. F.R. sec. 1502.9) as a result of the project component changes and additional design details.

## 2. Introduction

This document is an Addendum to the Environmental Impact Statement and Environmental Impact Report (EIS/EIR) for the Matilija Dam Ecosystem Restoration Project (Project) addressing the proposed reconstruction of the Santa Ana Boulevard Bridge across the Ventura River in Ventura County, California. This Addendum has been prepared based on component changes and detailed design plans for the bridge replacement prepared in 2016 by the Ventura County Watershed Protection District (District). A description of the component changes and detailed design plans for replacement of the bridge are presented in Section 3, Project Component Description, of this EIR Addendum.

The Matilija Dam Ecosystem Restoration Project involves the removal of Matilija Dam on Matilija Creek and the construction or modification of downstream infrastructure to deal with subsequent changes in hydrology and sedimentation along Matilija Creek and the Ventura River. A Final EIS/EIR for the Project was prepared in 2004 by the U.S. Army Corps of Engineers (USACE) and the District. These two agencies served respectively as the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) lead agencies. The Final EIS/EIR was certified by the Ventura County Board of Supervisors on December 14, 2004.<sup>1</sup> The proposed replacement of the Santa Ana Boulevard Bridge was anticipated as a component of the Restoration Project and analyzed in that EIS/EIR.

This EIS/EIR Addendum has been prepared in accordance with Section 15164 of the State CEQA Guidelines<sup>2</sup>, which allows for the preparation of an EIR addendum when project changes or updates do not trigger preparation of a subsequent EIR or an EIR supplement. Preparation of an EIR Addendum is

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<sup>1</sup> Removal of giant reed (*Arundo donax*) was initiated in 2007 and is ongoing in accordance with the 2004 EIS/EIR, and the California River Parkways Trailhead Project component of the approved Project was implemented in 2010-2011 in accordance with an Initial Study and Mitigated Declaration prepared in 2010. No other Project components or supplemental CEQA or NEPA documents have been implemented to date.

<sup>2</sup> This document is an addendum to the Final EIS/EIR. This document serves as an informational document to both the District and the USACE. The Ventura County Watershed Protection District is the CEQA lead agency and, therefore, can only act to address the CEQA aspects of the Final EIS/EIR.

appropriate when an EIR was previously approved for a project and changes or additions to the project do not involve conditions that would require preparation of a subsequent EIR. When an EIR has been certified for a project, State CEQA Guidelines Section 15162 states that no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. (CEQA Guidelines §15162(a)(1))
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. (CEQA Guidelines §15162(a)(2))
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (CEQA Guidelines §15162(a)(3)).

Under federal law (40 C.F.R. sec. 1502.9), federal agencies shall prepare supplements to either draft or final environmental impact statements if:

- (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or
- (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.

Federal agencies may also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so.

The District has conducted a comprehensive review of the currently proposed detailed design for replacement of the Santa Ana Boulevard Bridge. Based on this detailed review, presented in Section 4, the District has concluded that the Project would not trigger any of the conditions set forth in CEQA Guidelines Section 15162 and, therefore, that approval of an Addendum is appropriate pursuant to CEQA Guidelines Section 15164. Federal agencies will address use of this addendum in the context of whether a supplement to a Final EIS is necessary.

### 3. Project Component Description

#### 3.1 Project Component as Described in the Final EIS/EIR

The Final EIS/EIR for the Matilija Dam Ecosystem Restoration Project included replacement of the Santa Ana Boulevard Bridge as a component of the Project common to all of the action alternatives analyzed in the EIS/EIR. At the time of Final EIS/EIR certification in 2004, the bridge replacement was identified at a conceptual level because detailed final engineering had not yet been completed. The Final EIS/EIR described that the Santa Ana Boulevard Bridge would be replaced with a higher structure to allow 100-year flood flows to pass underneath. The new bridge would be longer than the current bridge and would effectively widen the river channel at this location, as the current bridge constricts the channel. The bridge would be completely closed during bridge replacement activities, which would occur between June and October. Construction was expected to last approximately 24 months. A temporary road across the Ventura River was proposed to maintain traffic capacity (Figure 3.1-5 of the Final EIS/EIR). The road would cross the riverbed approximately 250 feet downstream of the existing bridge on an elevated roadway built with four 60-inch culverts to convey low flows. During normal dry season conditions, traffic would be detoured to the temporary road and the speed limit would be established to account for the relatively small radius curves required for the temporary roadway. The temporary road would be equipped with gates and warning signs to close the road in case of a storm event. The temporary road and riprap-protected side slopes would be designed to allow flow to occur over the road during such an event. Traffic would be detoured to Highway 150 during any closures.

#### 3.2 Current Project Component Minor Changes and Detailed Design

The District has now completed detailed engineering for the Santa Ana Boulevard Bridge Replacement Component (bridge replacement). In contrast with the conceptual level project component described in the 2004 FEIS/FEIR, this detailed design Project component, making minor changes to the conceptual project component, replaces the existing Santa Ana Boulevard Bridge with a 350-foot-long, three-span cast-in-place or pre-stressed concrete box girder on a new upstream alignment. This new bridge eliminates current and future concerns with increased sediment transport (which will occur with or without Matilija Dam removal) while enhancing endangered steelhead (*Oncorhynchus mykiss*) migration through the reach. The new bridge would also provide unimpeded traffic access across the Ventura River, add a sidewalk (north side) and 4-foot wide shoulders adjacent to both travel lanes, and addresses the existing bridge's seismic compliance concerns.

**Project Location.** The bridge replacement would be constructed approximately 8 miles downstream of Matilija Dam in the community of Oak View off Highway 33 in the northern area of Ventura County, California (see Figure 1).

**Detailed Design Project Component Description.** The Santa Ana Boulevard Bridge Replacement would replace an existing flow- and sediment-constricted 210-foot-long bridge with a new 350-foot-long bridge on a new upstream alignment. The freeboard under the new bridge would be sufficient to accommodate 100-year storm events. The new bridge is designed to restore natural channel capacity and morphology with improved water and sediment flows, enhance fish passage and instream habitat for steelhead and other native fish, reduce periodic channel maintenance, and facilitate natural ecosystem and geomorphic processes. With the new upstream alignment, the existing bridge can be used by traffic during construction, eliminating concerns of a temporary in-stream detour road preventing fish passage or

washing out during storm events as described in the Final EIS/EIR. The old bridge would be deconstructed after the new bridge is completed. Figure 2 provides a plan view of the new bridge.

The new bridge would include a 6-foot sidewalk on the north side and 4-foot shoulders adjacent to both vehicle travel lanes. It would continue to provide access for existing residences west of the Ventura River.

Construction staging would occur on private property just southeast of the bridge, per agreement with the landowner.

The west bank of the Ventura River upstream of the Santa Ana Boulevard Bridge comprises the District's Live Oak Levee facility. The west abutment for the new bridge would be constructed just north of the existing abutment within the facility. The west bank, including the existing abutment, is currently covered by a combination of rock and grouted rock. Grouted rock would be installed where the existing bridge abutment is removed, as well as under and adjacent to the new bridge abutment. The abutment work areas total about 150 linear feet along the west bank and would tie into the existing facility. No substantial change in west bank protection would occur with the project.

Minor modifications to the existing east bank protection would occur with the project. The east bank comprises facilities constructed after 1998 flood damage to protect the bank, road, and adjacent properties from flood scour. In 2000, the District constructed a finger dike downstream of the bridge to keep the flow line of the river straight as it passes under the bridge, which functions to reduce sediment deposition. The bank is covered with large rock and cobble without buried rock toe protection. When the new bridge is constructed, this structure would be removed and essentially replaced approximately 80 feet further east and extend about 80 feet further downstream. Rock would be placed on the new bank, as well as approximately 10 feet below the new, wider riverbed.

Upstream of the current bridge, the east bank and buried toe is covered with rock riprap placed following 1995 flood damage. The project would remove the rock facing, excavate the bank to create the wider river bottom, and then replace the rock facing. The rock would be placed above ground on the new slope as well as below ground approximately 10 feet deep to protect against scour. The bank work would extend about 480 feet upstream of the current bridge and tie into the existing riprap slope protection."

The new bridge would be constructed with two piers, similar to the existing bridge. For pier replacement, the new bridge would utilize single column bents supported on large diameter cast-in-drilled-hole (CIDH) concrete pile shafts. Large diameter pile shafts are very cost effective and perform well in high seismic and scour zones. Single columns would also reduce issues with debris accumulation and therefore allow for lower maintenance costs. The existing bridge pier extensions would not be needed with the new pier design and will be demolished with the old bridge.

The District estimates construction to begin in July 2020 and will require 16 to 18 months to complete. This construction period is 6 months shorter than the construction period assumed for bridge replacement in the Final EIS/EIR.

Overall, the new bridge would result in an increase of 1.2 acres of stream bed over a 915-foot reach, with an 80-foot maximum increase in stream width at the Santa Ana Boulevard crossing over the Ventura River.

**Site Restoration Following Construction.** The bridge replacement site lies in a reach of the Ventura River that is naturally braided, and does not maintain a fixed, single thalweg. The design of the new bridge, including the placement of piers, is intended to allow natural migration of the braided channel (including the mobile and multiple-threaded thalweg) to the maximum extent possible within the wider river

bottom. Due to frequent scour and dry conditions much of the year, this reach supports only scattered, early successional mulefat (*Baccharis salicifolia*) scrub which provides little cover for the seasonal surface flows. A few sycamore (*Platanus racemosa*) and oak (*Quercus* spp.) trees and mature shrubs occur along the bank toes, slopes, and bridge piers. Mulefat is expected to naturally recruit; sycamore and other native seedlings would be planted as appropriate during the backfill following placement of the buried bank protection.

Once the bridge replacement construction is complete, the river channel would be graded to smooth and recontour the work area.

**Construction and Monitoring.** The new bridge piers would be constructed during periods of no or low flow and would be subject to the terms of the required permits; these could include a USACE 404 permit, 401 Water Quality Certification from the Los Angeles Regional Water Quality Control Board (LARWQCB), California Department of Fish and Wildlife (CDFW) 1600 Stream Alteration Agreement, and any National Oceanic and Atmospheric Administration (NOAA) Fisheries and United States Fish and Wildlife Service (USFWS) Section 7 Consultation requirements.

Biological monitoring for the bridge replacement project would consist of pre-construction monitoring to identify the presence of any sensitive animal or plant species, and site monitoring during and following construction to ensure compliance with regulatory permits as well as the adopted environmental Mitigation Monitoring Plan requirements (Appendix A of the Final EIS/EIR). Reports would be prepared to document compliance and submitted to regulatory agencies as required by issued permits.

**Long-Term Management and Maintenance.** The Ventura County Transportation Department would be responsible for carrying out maintenance of the new bridge for all components/facilities constructed, including the footings, abutments, piers, deck, surface, railings, paint, flexible joint materials, and other features. The California Department of Transportation conducts inspections of all bridges longer than 20 feet every other year and produces a condition report and list of maintenance or repair tasks. The County Transportation Department crews, or their contractors, would then carry out any necessary maintenance. Because the new bridge would be constructed to current standards with new materials, only minor maintenance activities are expected for the next 20 years. Major damage from car collisions, flood scour, or earthquakes would be repaired as needed by the Transportation Department.

The District would be responsible for maintaining the rock slope protection and river access ramps. The existing bridge design requires the District to periodically remove accumulated sediment (mostly cobble) from under the bridge to maintain flow capacity. The new bridge, with additional flow capacity, would greatly reduce this maintenance activity, reducing the costs and periodic impacts to the river bottom. Bank protection maintenance would primarily consist of periodic vegetation removal on the slopes and for 5 feet into the river bottom to protect the rock riprap integrity. Periodic replacement of rock may be necessary if displaced by high flows or scour. The existing rock riprap on the west and east banks are covered under the District permits for its Routine Operations and Maintenance Program, and the new facilities would be covered once construction is complete. District maintenance procedures follow 30 Environmental Best Management Practices, which limit maintenance actions to the minimum necessary for public safety and facility integrity and protect water quality and biological resources.



## 4. Environmental Evaluation (pursuant to State CEQA Guidelines §15162(a)(1))

Are there substantial changes proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effect (CEQA Guidelines §15162(a)(1))?

**Conclusion:** No

**Analysis:** The Final EIS/EIR for the Matilija Dam Ecosystem Restoration Project addressed impacts across eleven broad topical categories, which include many subcategories of impacts. The impacts evaluated in the Final EIS/EIR and how they relate to the current detailed design plans for the Santa Ana Boulevard Bridge Replacement Component are discussed in Section 4.1 below.

Not all possible categories of impacts are analyzed in the Final EIS/EIR because both CEQA and NEPA emphasize that EIR and EIS analyses should focus on significant impacts and issues, rather than on minor and insignificant effects. To demonstrate that the bridge replacement would not result in any new significant impacts related to topics not specifically addressed in the Final EIS/EIR, Section 4.2 discusses the potential for impacts in other categories. These include the impact categories from Ventura County's Initial Study Assessment Guidelines that were not specifically addressed in the EIS/EIR, but were addressed in the Initial Study prepared by the District in order to help determine the scope of issues to be addressed the EIS/EIR (see Appendix B of the Final EIS/EIR).

### 4.1 Impacts Analyzed in the Final EIS/EIR

The Final EIS/EIR analyzed a wide range of potential impacts associated with the various Project components, including the replacement of the Santa Ana Boulevard Bridge. For a full discussion of these impacts the reader is referred to the Final EIS/EIR, which is available for review on the Project website: <http://www.matilijadam.org/reports.htm>

The subsections below address each of the environmental impacts discussed in the Final EIS/EIR and explain how those impacts either would remain unchanged or not substantially altered by the current detailed design plans for the replacement of the Santa Ana Boulevard Bridge. As demonstrated below, the replacement of the bridge would neither result in any new significant impacts nor substantially increase the severity of significant impacts identified in the Final EIS/EIR. Note that some of the impacts discussed in the Final EIS/EIR are specifically related to other components of the Project, such as the removal of Matilija Dam, and are not applicable to replacement of the Santa Ana Boulevard Bridge. Also, some impacts of the overall Project are considered beneficial and those benefits are not reduced by replacement of the bridge.

The following are the significant and unavoidable impacts of the Matilija Dam Ecosystem Restoration Project identified in the Final EIS/EIR for the approved plan (Alternative 4b):

- Short-term disruption of wildlife movement during Project construction;
- Result in direct violation or substantially contribute to an existing National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) violation;
- Noise generated from construction and operation and maintenance activities; and
- Heavy construction haul truck trips would affect roadway level of service levels in the Project area.

In addition, the Final EIS/EIR identified 16 significant impacts for the approved Project that could be reduced to a less-than-significant level with the implementation of recommended mitigation measures. These impacts were related to earth resources, biological resources, cultural resources, aesthetics, air quality, transportation, and recreation. The Final EIS/EIR also described seven beneficial impacts of the Project. All of these impacts are discussed below.

#### 4.1.1 Earth Resources

##### *Temporary erosion impacts during construction*

Impacts associated with temporary erosion during construction were analyzed in Section 5.1.3 of the Final EIS/EIR. The Final EIS/EIR concluded that implementation of the Project (including the removal of Matilija Dam and trapped sediments) would result in erosion occurring along the waterways downstream of the dam.

Replacement of the Santa Ana Boulevard Bridge was a component common across all alternatives analyzed in the Final EIS/EIR. The EIS/EIR recommended the implementation of Mitigation Measures ER-1 and ER-2 to reduce potential impacts associated with erosion across the Project. These mitigation measures would be applicable to the proposed Santa Ana Boulevard Bridge Replacement and require preparation and implementation of an erosion and sediment control plan as well as wheel washing strategies during construction to reduce off-site erosion.

Impacts associated with an increase in erosion during the bridge replacement would be less than anticipated in the Final EIS/EIR because the current detailed design eliminates the need for a temporary road detour through the river bottom. In addition, as described in the Final EIS/EIR, the in-channel construction activities associated with the bridge replacement would be conducted during dry or low-flow conditions, avoiding the potential for erosion.

Consistent with the conclusions in the Final EIS/EIR, and with implementation of the mitigation measures described in the Final EIS/EIR, impacts associated with erosion would be less than significant. The bridge replacement was analyzed as a component of the Final EIS/EIR and does not contribute new or substantially greater impacts to erosion and, in fact, the new bridge replacement design reduces the magnitude of potential erosion impacts during construction.

##### *Restoration of the more natural topography in Matilija Canyon and replenishment of sediment to the Ventura River*

This is a beneficial impact realized from the removal of Matilija Dam. This benefit is unaffected by the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.1.3 for a description of this impact.)

##### *Potential for encountering unknown soil and/or groundwater contamination during grading or excavation*

Impacts associated with potentially encountering unknown soil and/or groundwater contamination were analyzed in Section 5.1.3 of the Final EIS/EIR. It was concluded that implementation would not result in any substantial soil contamination or involve activities that mobilize contaminants. However, it would be possible that unexpected soil and/or groundwater contamination could be encountered during grading or excavation. The EIS/EIR recommended the implementation of Mitigation Measure ER-3 (Observe Exposed Soil) to reduce the potential impacts associated with the discovery of previously unknown contamination.

There would be no substantial change in the potential for encountering previously unknown soil and/or groundwater contamination during the bridge replacement because the work area for bridge replacement

under the current detailed design would be similar to that of the original concept analyzed in the Final EIS/EIR. As described in the Final EIS/EIR, the bridge replacement would be constructed during dry or low-flow conditions, minimizing the potential for erosion.

Therefore, consistent with the conclusions in the Final EIS/EIR and with implementation of Mitigation Measure ER-3, impacts associated with previously unknown soil and/or groundwater contamination would not be significant. The bridge replacement was analyzed as a common component of the Final EIS/EIR and does not contribute new or substantially greater impacts from unknown contamination, and the current design reduces the magnitude of impacts during construction by reducing the construction footprint.

*Spills of hazardous materials during construction (vehicle fuels, oils, and other maintenance fluids) could cause soil or water contamination*

Impacts associated with potential spills of hazardous materials were analyzed in Section 5.1.3 of the Final EIS/EIR. The Final EIS/EIR concluded that implementation of the Project was not likely to result in substantial spills of hazardous materials. However, it would be possible that improperly maintained equipment could leak, or accidental spills could occur during construction. Implementation of Mitigation Measure ER-4 (Hazardous Substance Control) would reduce the potential impacts associated with the potential for spills of hazardous materials during construction to less than significant.

The potential for spills of hazardous materials during bridge replacement would be slightly less than anticipated in the Final EIS/EIR due to the current design eliminating the need for a temporary road detour through the river. However, construction equipment would still need to access the river bed in order to conduct pier installation, erect temporary scaffolding, demolish the existing bridge, etc. As described in the Final EIS/EIR, the in-channel bridge replacement construction activities would be constructed during dry or low-flow conditions, minimizing the potential for accidental spills to migrate off site and cause soil or water contamination.

Consistent with the conclusions in the Final EIS/EIR, and with implementation of the mitigation measures described in the Final EIS/EIR, impacts associated with potential spills of hazardous materials would be less than significant during replacement of the Santa Ana Boulevard Bridge, and the current detailed design does not contribute new or substantially greater impacts from potential spills of hazardous materials.

#### 4.1.2 Hydrology and Water Resources

*Violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality*

Impacts associated with degradation of water quality were analyzed in Section 5.2.3 of the Final EIS/EIR. The Final EIS/EIR concluded that implementation of the Project would not involve the discharge of wastes into the surface water or groundwater such that the Project could violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality. The primary water quality concern was increased turbidity of flows downstream of the dam resulting from sediment removal. Impacts related to degradation of water quality were determined to not be significant, and did not require implementation of mitigation measures.

Replacement of the Santa Ana Boulevard Bridge could temporarily increase turbidity in the Ventura River when construction activities disturb sediment. Bridge replacement construction activities within the river

bed would be constructed during dry or low-flow conditions, which would minimize the potential for violation of water quality standards, waste discharge requirements, and potential degradation of water quality. Impacts would remain less than significant, consistent with the conclusion of the Final EIS/EIR.

*Cause lateral erosion, streambed scour, or long-term channel aggradation/degradation resulting in damage to private property, utility lines, or structures*

Impacts associated with lateral erosion, streambed scour, and long-term channel aggradation and degradation were analyzed in Section 5.2.3 of the Final EIS/EIR. The Santa Ana Boulevard Bridge Replacement was included as a component of the Reach 4 analysis in the Final EIS/EIR. The Final EIS/EIR determined that Reach 4, from Baldwin Road to San Antonio Creek, has remained relatively stable since 1971 and is expected to remain so.

As described in the Final EIS/EIR, the bridge is a site of periodic channel maintenance and Ventura County has a maintenance program to maintain the channel invert at the bridge. The removal and replacement of the Santa Ana Bridge with a redesigned, longer bridge would create a wider river bottom at this location and would allow flows to be conveyed downstream with less constriction. A reduction in channel invert maintenance is expected under the new bridge detailed design. The Final EIS/EIR found that with replacement of the bridge, impacts in this reach would be adverse, but not significant.

At the time of Final EIS/EIR certification in 2004, the bridge replacement was identified at a conceptual level because detailed final engineering had not yet been completed. The Final EIS/EIR described that the Santa Ana Boulevard Bridge would need to be replaced with a higher structure to allow 100-year flood flows to pass underneath. The current detailed bridge design would not introduce any new or more severe impacts than those described in the Final EIS/EIR regarding lateral erosion, streambed scour, and long-term aggradation/degradation that results in damage to private property, utility lines, or structures.

*Increase flood hazards*

Impacts associated with flood hazards were analyzed in Section 5.2.3 of the Final EIS/EIR. The Final EIS/EIR determined that flood hazards downstream of the Matilija Dam would increase primarily through sediment deposition reducing the channel and levee capacity, bridge capacity, and raising flood water surface elevations. The replacement of the Santa Ana Boulevard Bridge would reduce potential impacts by providing more stream flow capacity. The current bridge is only capable of passing a 100-year discharge under baseline conditions. Backwater effects, under heavy bed load conditions caused by future conditions, would occur in a 25-year or larger flood event. Replacement of the bridge would avoid these impacts.

The current proposed detailed design for the bridge replacement is consistent with the design analyzed in the Final EIS/EIR. The conclusions of the Final EIS/EIR related to flood hazards remain valid and no further analysis is warranted.

*Deplete groundwater or surface water supplies or interfere with groundwater flow or discharge*

Impacts associated with depletion of ground or surface water supplies are related to the removal of Matilija Dam, and would be unaffected by the Santa Ana Boulevard Bridge Replacement. (See Final EIS/EIR Section 5.2.3 for a description of this impact.)

#### 4.1.3 Biological Resources

##### *Short-term disruption of wildlife movement during project construction*

Section 5.3.3 of the Final EIS/EIR describes short-term disruption of wildlife movement during the dam removal and construction of the desilting basins, slurry disposal sites, levees, and floodwalls. While bridge removal may also temporarily disrupt wildlife movement during construction, these impacts would be minor, temporary, and occur only during the day. In addition, the bridge replacement as described in the Final EIS/EIR would have required a temporary detour road through the Ventura River, which would have impacted wildlife movement at this location for the duration of construction of the new bridge. The current design eliminates the need for the detour and instead would keep the existing bridge in use while the new bridge is constructed. However, in-channel construction activities would still occur and could temporarily impact wildlife movement during the 16- to 18-month construction period. This construction period is 6 months shorter than the construction phase contemplated in the Final EIS/EIR for the bridge replacement. Consistent with the conclusions in the Final EIS/EIR, short-term disruptions to wildlife movement would not be significant. Therefore, the bridge replacement does not contribute new or substantially greater impacts to wildlife movement, and slightly reduces the magnitude of short-term impacts to wildlife movement during construction through the elimination of the detour road and the shorter construction phase.

##### *Temporary and permanent loss of lacustrine, riverine, and palustrine habitats at Matilija Dam*

This impact is related to the removal of Matilija Dam and not the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.3.3 for a description of this impact.)

##### *Temporary loss of sensitive vegetation communities associated with the 94-acre slurry disposal site*

This impact is related to the slurry disposal site and not the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.3.3 for a description of this impact.)

##### *Degradation of riparian habitats and sensitive species impacts associated with downstream flood control improvements*

Short-term (approximately 2 years) loss of habitat from replacing the Santa Ana Bridge was discussed in Section 5.3.3 of the Final EIS/EIR. The current bridge design would disturb less habitat at the crossing than the bridge replacement considered in the Final EIS/EIR because it would not require the temporary road detour through the river bottom. Once complete, the new bridge would result in 1.2 acres of additional stream bed over a 915-foot reach, with an 80-foot maximum increase in stream width at the Santa Ana Boulevard crossing over the Ventura River. Therefore, a net increase in riverine and riparian habitat would result at the Santa Ana Boulevard crossing over the Ventura River.

The Final EIS/EIR (Section 5.3.3) identified potential impacts to the arroyo chub (*Gila orcuttii*) and southwestern pond turtle (*Emys marmorata*, now known as western pond turtle) during raising of the Santa Ana Bridge, but this impact was not considered significant for arroyo chub due to the low likelihood this fish would be present during construction. Impacts to western pond turtle would be mitigated to a less-than-significant level through implementation of Mitigation Measures B-1 (Pre-construction Biological Surveys), B-3 (Capture and Relocate), B-7 (Construction Monitoring), and B-9 (Worker Training and Best Management Practices). The current design for the bridge replacement calls for construction work within the channel to occur only during dry or low-flow conditions, and arroyo chub and western pond turtle are unlikely to be present during construction. Therefore, the current bridge replacement

design is consistent with the bridge replacement as analyzed in the Final EIS/EIR, and impacts would remain less than significant with implementation of Mitigation Measures B-1, B-3, B-7, and B-9.

Significant impacts to pallid bat (*Antrozous pallidus*) were identified in the Final EIS/EIR (Section 5.3.3) from the Santa Ana Boulevard Bridge Replacement due to its potential to roost beneath the bridge. The Final EIS/EIR concluded that these impacts can be minimized or completely avoided by implementing Mitigation Measure B-15 (Preconstruction Bat Surveys). Potential indirect and temporary impacts to this species include noise, dust, and removal of foraging habitat during the deconstruction activities. Demolishing the old bridge is expected to require approximately 2 months. Due to the temporary nature of these activities the impacts would not constitute a substantial loss that would jeopardize the continued existence of the species within the region. Therefore, impacts would be less than significant.

Pallid bat is not currently known to roost under the Santa Ana Bridge. In 2012, the District discovered Brazilian free-tailed bats (*Tadarida brasiliensis*) roosting under the bridge. This species is common and not considered sensitive by any local, State, or federal agency. Nonetheless, impacts to maternity roosts should be avoided. This species breeds in the spring, with gestation lasting approximately 12 weeks. Pups are weaned and independent 4 to 7 weeks after birth (Sosnicki, 2012)<sup>3</sup>.

Mitigation Measure B-15 would apply to the Santa Ana Boulevard Bridge Replacement and would require pre-construction surveys for sensitive bats, and if bats are found in the structure, old bridge removal would be required to occur outside of the breeding season. The current bridge replacement design would keep the existing bridge intact until construction of the new bridge is complete, and the District plans to incorporate similar roosting habitat into the new bridge. Therefore, replacement habitat would be available prior to the existing bridge demolition. Impacts to bats would remain the same as described in the Final EIS/EIR, and no new impacts would occur.

#### *Short-term impact from downstream sedimentation and temporary or localized loss of sensitive species or habitats*

Impacts from downstream sedimentation are related to the removal of Matilija Dam, and would be unaffected by the Santa Ana Boulevard Bridge Replacement. Impacts to habitat and sensitive species at the bridge replacement site are discussed above and would be less than anticipated in the Final EIS/EIR due to the current detailed design eliminating the need for a temporary road detour through the river. In addition, as described in the Final EIS/EIR, the bridge replacement would be constructed during dry or low-flow conditions, avoiding the potential for sedimentation.

#### *Long-term restoration of ecosystem functions, development of wildlife corridors, and establishment of connectivity for steelhead trout and other wildlife species*

This a beneficial impact realized from the removal of Matilija Dam and the eradication of giant reed (*Arundo donax*). This benefit is unaffected by the replacement of the Santa Ana Boulevard Bridge. The bridge replacement is a prerequisite of dam removal because the increased bridge span is needed to accommodate the altered river flows and sedimentation that would result from dam removal. (See Final EIS/EIR Section 5.3.3 for a description of this impact.)

The current detailed bridge design would result in the creation of 1.2 acres of stream bed over a 915-foot reach, with an 80-foot maximum increase in stream width at the Santa Ana Boulevard crossing over the

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<sup>3</sup> Sosnicki, J. 2012. "*Tadarida brasiliensis*" (On-line), Animal Diversity Web. Accessed January 08, 2019 at [https://animaldiversity.org/accounts/Tadarida\\_brasiliensis/](https://animaldiversity.org/accounts/Tadarida_brasiliensis/)



Ventura River. It would also remove pier extensions that were added to the existing bridge in 2000 to facilitate flows under the bridge. These pier extensions increase velocities and obstructions during high-flow events, resulting in migration challenges for southern steelhead at critical times. Therefore, the increase in channel width, removal of migration obstructions, and increase in natural riverbed habitat would contribute to this beneficial impact at the Santa Ana Boulevard Bridge crossing over the Ventura River.

#### 4.1.4 Cultural Resources

*Project construction could affect sites or structures listed on or eligible for listing on the National Register of Historic Places (NRHP)*

As described in Section 5.4.3 of the Final EIS/EIR, downstream improvement areas have not been surveyed for the presence of prehistoric or historic cultural resources that may be eligible for listing on the NRHP. The analysis determined that with implementation of Mitigation Measure CR-1 impacts to potential NRHP sites would not be significant. This measure requires a field survey at the downstream improvement locations, including the bridge removal location. If any prehistoric or historic resources are found, additional NRHP evaluations would be made. Mitigation Measure CR-2 requires additional mitigation and consultation with the California State Historic Preservation Officer. Federally Recognized Tribes and interested Native American groups would be invited to participate as concurring parties to the mitigation agreement. These procedures shall follow the requirements of Section 106 of the National Historic Preservation Act, as implemented by 36 CFR 800. Mitigation Measure CR-3 requires a discovery plan to treat previously unknown resources found during implementation of the Project, and CR-4 requires consultation with Native American Tribes and other groups and individuals to obtain their concerns with the potential to impact Traditional Cultural Places, and other resources of importance to them. The current detailed design for the bridge replacement is consistent with the Project analyzed in the Final EIS/EIR, and implementation of required mitigation measures would ensure impacts remain less than significant.

*Erosion after removal of sediment may undermine the stability of sites COE#1 and COE#2, and damage any cultural deposits present*

Historic/prehistoric sites COE#1 and COE#2 are located at the margin of sediment removal activities at the dam and would not be affected by the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.4.3 for a description of this impact.)

*Removal of sediment by natural and mechanical means would have an adverse effect on any undiscovered buried historic and prehistoric resources that may be present beneath sediment behind Matilija Dam*

This impact would occur at the Matilija Dam reservoir and would not be affected by the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.4.3 for a description of this impact.)

#### 4.1.5 Aesthetics

*Improvement of the scenic value of Matilija Canyon by returning it to a more natural state*

This is a beneficial impact realized from the removal of Matilija Dam and this benefit would occur along the lower portion of Matilija Creek in the vicinity of the dam and reservoir. This benefit is unaffected by the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.5.3 for a description of this impact.)

*Obstruction or degradation of views of ridgelines from the Ojai Valley Trail due to construction of levees and floodwalls*

This impact would occur at the new floodwalls and levees and would not be affected by the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.5.3 for a description of this impact.)

*Obstruction or degradation of views of the Ventura River due to construction of levees and floodwalls*

This impact would occur at the new floodwalls and levees and would not be affected by the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.5.3 for a description of this impact.)

*Enhancement of unique and historically significant landmarks, such as Hanging Rock in Matilija Dam*

This a beneficial impact realized from the removal of Matilija Dam and this benefit would be limited to the area of the dam and reservoir. This benefit is unaffected by the replacement of the Santa Ana Boulevard Bridge. (See Final EIS/EIR Section 5.5.3 for a description of this impact.)

*Temporarily obstruct views to the Ventura River and temporarily deteriorate the aesthetic value of the project area during project construction*

Section 5.5.3 of the Final EIS/EIR notes that bridge replacement would result in temporarily obstructed views to the Ventura River and temporary deteriorations in the aesthetic value of the Project area. These impacts would result from the temporary presence of equipment, materials, and work force at the construction site. Impacts would also result from the temporary alteration of landforms and vegetation during construction activities. Construction and excavation equipment would be seen by various viewers in close proximity to the site, including nearby residences, recreationists on trails and roads, motorists, and pedestrians. View durations would generally be brief. Although these impacts could be significant, the implementation of Mitigation Measure AE-4 (Reduce visibility of Project activities and equipment) would ensure that impacts to these viewers are reduced to a less-than-significant level. The current detailed bridge design is consistent with the Project analyzed in the Final EIS/EIR and there is no basis for new or substantially greater impacts to occur. In addition, the duration of the construction phase for the bridge replacement would be 16 to 18 months, which is approximately 6 months shorter than the duration anticipated for the Santa Ana Boulevard Bridge Replacement as analyzed in the Final EIS/EIR, so the visual impacts of construction would be of a lower magnitude than those identified in the Final EIS/EIR.

#### 4.1.6 Air Quality

*Conflict with or obstruct implementation of the Ventura County Air Pollution Control District (VCAPCD) Air Quality Management Plan (AQMP)*

This impact was not considered significant in the Final EIS/EIR because the activities and emissions that would occur under the proposed Project would in no way conflict with or obstruct implementation of the approved VCAPCD AQMPs at that time (see Final EIS/EIR Section 5.6.3). The bridge replacement component is a small part of the overall Project evaluated in 2004, so consideration of the bridge replacement activities alone would not affect this impact evaluation. Additionally, while VCAPCD has updated their air quality planning documents several times since the certification of the Final EIS/EIR to address new NAAQS/CAAQS attainment standards and nonattainment determinations, there are no changes in these AQMP documents, specifically new emissions reduction measures included in the most recent AQMP (2016 Ventura County AQMP), that apply to the Project's emissions sources. Additionally, there are emissions reductions assumed in the AQMP due to State emissions reduction regulations, primarily off-road and on-road mobile emissions source emissions reduction regulations, that would



directly or indirectly apply to Project emissions sources. Compliance with all new VCAPCD and State regulations are mandatory. Therefore, this impact would remain less than significant.

*Result in direct violation of existing NAAQS/CAAQS or substantially contribute to existing NAAQS/CAAQS violation*

This impact was considered significant and unavoidable in the Final EIS/EIR because Project activities would result in large amounts of PM<sub>10</sub> emissions that would have the potential to substantially contribute to existing PM<sub>10</sub> CAAQS violations. Ten mitigation measures were adopted to reduce the PM<sub>10</sub> impacts from both engine exhaust and fugitive dust emissions sources, but the mitigated emissions were still considered significant in magnitude and effect for the Project as a whole (see Final EIS/EIR Section 5.6.3, Mitigation Measures A-1 through A-4, and A-6 through A-11). The bridge replacement component was a small part of the overall Project evaluated in 2004 and would have comparatively minor PM<sub>10</sub> emissions in comparison to the entire Project evaluated in the Final EIS/EIR. Also, the current detailed bridge design has a six-month shorter construction period. Therefore, the detailed bridge design replacement component by itself would not significantly contribute to existing NAAQS/CAAQS violation and would not create new significant impacts or increase the significance of impacts addressed in the Final EIS/EIR.

*Result in nitrogen oxides (NO<sub>x</sub>) and reactive organic compounds (ROC) emissions above 5 lbs/day in the Ojai Planning Area or 25 lbs/day elsewhere*

This impact was considered less than significant with the implementation of four mitigation measures that would reduce construction NO<sub>x</sub> and ROC emissions (see Final EIS/EIR Section 5.6.3, Mitigation Measures A-1 through A-4). While construction emissions are not officially counted toward this significance threshold, the VCAPCD CEQA guidelines state that construction equipment emissions should be mitigated if they exceed either of these two thresholds. The bridge replacement would be one small part of the emissions evaluated under this impact and the Project mitigation measures would apply. Also, the current detailed bridge design has a six-month shorter construction period. Therefore, the current design for the bridge replacement would not create new significant impacts or increase the significance of impacts addressed in the Final EIS/EIR.

*Expose sensitive receptors or project workers to substantial pollutant concentrations, or expose a substantial number of people to objectionable odors*

Odor impacts were not considered significant in the Final EIS/EIR, and sensitive receptor and worker exposure impacts were considered less than significant after mitigation (see Final EIS/EIR Section 5.6.3, Mitigation Measures A-1 through A-4, A-12, and A-13). The bridge replacement, like many of the other Project construction elements evaluated, would be located near sensitive receptors (Oak View Park & Resource Center and residential areas), but the emissions from this activity are not disproportionate in comparison with other Project elements and constitute a small portion of the evaluated total Project emissions. Therefore, after mitigation, the current detailed design for the bridge replacement with its shorter construction period would not create new significant odor impacts or increase the significance of sensitive receptor and Project worker impacts addressed and mitigated in the Final EIS/EIR.

*Result in non-conformance with the federal General Conformity Rule*

In the Final EIS/EIR, this impact was considered not to be significant with the implementation of a mitigation measure that would require obtaining NO<sub>x</sub> emissions offsets for years when the Project would exceed the General Conformity Rule ozone non-attainment emission applicability threshold for NO<sub>x</sub> (an ozone precursor). This finding was based on the Project's emissions estimate exceeding the General

Conformity Rule's applicability threshold for NO<sub>x</sub> (25 tons per year) based on the federal ozone standard nonattainment status at the time of the Final EIS/EIR (severe nonattainment of the 1-hour ozone NAAQS). The NAAQS for ozone, the County's nonattainment status for ozone, and the General Conformity Rule have all been updated or changed since the Final EIS/EIR. The federal ozone nonattainment status for Ventura County has been reclassified from severe nonattainment to serious nonattainment, which increases the General Conformity Rule applicability threshold from 25 tons per year to 50 tons per year of NO<sub>x</sub>.

The bridge replacement would have NO<sub>x</sub> emissions that are well under the 50-ton-per-year NO<sub>x</sub> threshold, and more importantly the Project should also have worst-case annual NO<sub>x</sub> emissions below the 50-ton-per-year rule applicability threshold. This would be the case because NO<sub>x</sub> emissions factors for heavy equipment and on-road vehicles have been substantially reduced since the Final EIS/EIR emissions estimate completed in 2004 due to the implementation of off-road new engine Tier standards and on-road truck NO<sub>x</sub> emissions standards. Also, the Project's revised activity requirements, along with its revised activity phasing, would substantially reduce the maximum annual equipment and heavy haul transportation needs and their associated maximum annual air pollutant emissions, as compared to the Project activity that was evaluated in the Final EIS/EIR.

Therefore, the bridge replacement and the Project as a whole would conform with the federal General Conformity Rule and would no longer need to apply Final EIS/EIR Mitigation Measure A-5. The current design for the bridge replacement would not create new significant impacts nor increase the significance of impacts addressed in the Final EIS/EIR.

#### 4.1.7 Noise

##### *Noise generated from construction and operation and maintenance activities*

Impacts associated with construction and operation noise were analyzed in Section 5.7.3 of the Final EIS/EIR. The Final EIS/EIR concluded that noise generated as part of construction activities associated with the replacement of the Santa Ana Boulevard Bridge would have a potentially significant effect on the residences in the community of Oak View, which includes the Oak View Public Elementary School, located at 555 Mahoney Avenue.

The Final EIS/EIR recommended implementation of Mitigation Measures N-1 through N-9 to reduce construction noise levels to the degree feasible, thereby minimizing significant noise impacts. However, noise generated during the 24-month construction period for the previously proposed bridge replacement, as well as operation and maintenance activities, would be expected to cause a significant and unavoidable impact.

The current proposed detailed design for the bridge replacement is generally consistent with the design analyzed in the Final EIS/EIR, although the construction period has been reduced by approximately 6 months. The conclusions of the Final EIS/EIR related to noise remain valid and no new or substantially greater impacts would occur.

#### 4.1.8 Socioeconomics

##### *Construction could require a labor force greater than is available locally, spurring unintended growth*

This impact was not considered significant in the Final EIS/EIR due to the large pool of construction workers available in Ventura County and surrounding counties (see Final EIS/EIR Section 5.8.3). The construction labor pool in the region remains very large as it is part of a highly populated metropolitan

area. As replacement of the Santa Ana Boulevard Bridge is a component of the larger Project and therefore a smaller construction effort, replacement of the bridge would not increase this impact. While the recent Thomas and Woolsey fires have caused an increase in construction activity related to rebuilding of fire-damaged structures, the region still has a large supply of construction workers. The bridge replacement will necessitate the use of contractors specialized in concrete and steel construction rather than those engaged in home building and similar forms of construction.

*Construction could require production of additional housing to accommodate workers*

Because few, if any, construction workers would be expected to relocate to the area due to the large local labor pool (see the impact above), no new housing would be required to accommodate workers. Thus, this impact was not considered significant in the Final EIS/EIR and the conclusion would not change for the bridge replacement project, which is a component of the larger Project. As a result, the economic activity associated with replacement of the bridge, including the employment of construction workers, is not expected to result in physical changes to the environment that would cause significant environmental impacts.

Note that this is an economic impact that cannot be considered significant under CEQA pursuant to State CEQA Guidelines Section 15131, which states that “economic or social effects of a project shall not be treated as significant effects on the environment.”

*Benefit the local economy by employing local workers and using local nurseries for restoration*

This is a beneficial impact derived from local spending related to Project restoration and mitigation efforts. The bridge replacement project would contribute to this beneficial effect, but in a much lesser amount than the overall Project. This temporary increase in economic activity is not expected to result in physical changes to the environment that would cause significant environmental impacts.

Note that this is an economic impact that cannot be considered significant under CEQA pursuant to State CEQA Guidelines Section 15131.

*Displace businesses, such as Matilija Hot Springs*

The Santa Ana Boulevard Bridge Replacement does not involve the displacement of any businesses. The Final EIS/EIR indicated that the Matilija Hot Springs retreat center, located just below Matilija Dam approximately 6.5 miles upstream of the Santa Ana Boulevard Bridge, would be forced to cease operation due to dam removal. This property was purchased in 2008 by the District in anticipation of the Project. The structures were severely damaged by the Thomas fire in 2017 and are no longer serviceable. Matilija Hot Springs, even if still in operation, would not have been affected by the bridge replacement component of the Project. Therefore, the bridge replacement does not contribute to the impact identified in the Final EIS/EIR. This impact was not considered significant in the Final EIS/EIR.

*Construction and/or operation could unduly burden a disadvantaged economic or social group*

The Final EIS/EIR determined that the Project would not disproportionately impact any minority or low-income populations and, therefore, no impact would occur (see Final EIS/EIR Section 5.8.3). The Santa Ana Boulevard bridge crossing the Ventura River straddles two U.S. Census Tracts – the west side of the bridge is within Census Tract 10.01 and the east side is within Census Tract 11.01. The most recently published U.S. Census data indicate that both Census Tracts 10.01 and 11.01 contain a minority population less than

50 percent and well below that of Ventura County as a whole.<sup>4</sup> Therefore, the study area is not considered to contain a disproportionate minority population. Both Census Tracts 10.01 and 11.01 contain a low-income population less than that of Ventura County as a whole.<sup>5</sup> Therefore, the study area (Census Tracts 10.01 and 11.01) is not considered to contain a disproportionate low-income population. Because the local area does not contain high percentages of minority or low-income persons compared to Ventura County as a whole, the bridge replacement does not have the potential to disproportionately affect any minority or low-income populations.

Note that this is a social and economic impact that cannot be considered significant under CEQA pursuant to State CEQA Guidelines Section 15131.

#### 4.1.9 Transportation

##### *Construction commuter work trips would affect roadway level of service levels in the project area*

Impacts associated with transportation were analyzed in Section 5.9.3 of the Final EIS/EIR. It was concluded that the daily worker-commute trips for construction of the Project, including the downstream improvements, would originate from the Ventura area and would not contribute to an unacceptable level of service (LOS). Impacts would be less than significant. The current design for the bridge replacement is consistent with the Project as analyzed in the Final EIS/EIR and would not contribute any new or substantially greater impacts. Impacts would be reduced in magnitude because the current detailed design would shorten the construction phase of the bridge replacement by 6 months as compared to the bridge replacement analyzed in the Final EIS/EIR.

##### *Heavy construction haul truck trips would affect roadway level of service levels in the project area*

This impact refers primarily to haul trucks removing debris from the dam removal and was considered significant and unavoidable in the Final EIS/EIR (see Section 5.9.3 of the Final EIS/EIR). However, a small subset of the estimated truck trips would be required to remove debris when the existing Santa Ana Boulevard Bridge is demolished. The current bridge replacement detailed design includes removal of the existing bridge, which is the same as analyzed in the Final EIS/EIR. Therefore, there would be no change to the analysis as presented in the Final EIS/EIR. Mitigation Measure T-1 (Transportation Management Plan) would reduce impacts to the extent feasible, but impacts would remain significant for the Project as a whole.

##### *Construction activities could physically damage public roads, sidewalks, medians, etc.*

Section 5.9.3 of the Final EIS/EIR states that the Project proponents do not expect to cause any physical damage to public roads, sidewalks, medians, etc. However, there is the potential for unexpected damage to these facilities from heavy vehicles and equipment, including during bridge replacement activities. This potentially significant impact would be reduced to less-than-significant levels with implementation of Mitigation Measure T-2 (Road Repair from Construction Activities). This mitigation measure would apply during construction of the bridge replacement component of the Project. The current detailed design does

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<sup>4</sup> U.S. Census Bureau (United States Department of Commerce, Census Bureau). 2019. 2017 American Community Survey 5-Year Estimates, Data Set: B03002 (Hispanic or Latino Origin by Race). <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed January 16.

<sup>5</sup> U.S. Census Bureau. 2019. 2017 American Community Survey 5-Year Estimates, Data Set: S1701 (Poverty Status in the Past 12 Months). <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed January 16.

not change the analysis as presented in the Final EIS/EIR, and would not increase the potential for damage to roads, sidewalks, medians, etc.

*Replacement of the Santa Ana Boulevard Bridge would temporarily close a short span of Santa Ana Boulevard at the Ventura River to through traffic*

Section 5.9.3 of the Final EIS/EIR described that during bridge demolition and construction, a short span of Santa Ana Boulevard at the Ventura River would be closed to through traffic. Under the Project as analyzed in 2004, a temporary road would have been constructed approximately 250 feet south of the existing bridge to serve as a traffic detour until construction of the new Santa Ana Boulevard Bridge was complete. With the detour, impacts from road closure were determined to be less than significant and no mitigation was required. Under the current bridge replacement design, traffic would continue to utilize the existing bridge while the new bridge is constructed just upstream. The bridge may need to be closed temporarily or utilize one-way traffic controls during certain construction activities. These activities, if required, are not expected to last longer than a few days. Therefore, this impact as described in the Final EIS/EIR would be substantially reduced under the current design.

#### 4.1.10 Land Use

*Purchase of the Matilija Springs retreat center and 11 residences along Camino Cielo and the relocation of the occupants*

This impact is related to the removal of Matilija Dam and not the replacement of the Santa Ana Boulevard Bridge. No residences or businesses need to be purchased for the bridge replacement; therefore, the bridge replacement project does not contribute to this impact. This impact was not considered significant in the Final EIS/EIR because property purchases would need to comply with state and federal laws that require payment of fair market value for property acquisition as well as payment for qualifying relocation expenses.

*Divisions or disruptions to communities caused by project construction or improvements of the levees and floodwalls*

In the Final EIS/EIR, this impact was related only to the construction or improvement of levees and floodwalls. The replacement of the Santa Ana Boulevard Bridge does not contribute to this impact. This impact was not considered significant in the EIS/EIR because the levees and floodwalls are not in locations that divide or disrupt any established communities. Because the new detailed design bridge would replace an existing bridge, there would be no adverse change in connections between communities on each side of the river.

*Conversion of farmland (orchard) at one of the possible desilting basin sites to a non-agricultural use*

This impact is related only to the potential need for a desilting basin along Baldwin Road because one of the possible sites for the basin is currently occupied by an orchard. (See Final EIS/EIR Section 3.1 for a description of the desilting basin.) As described in Section 5.10.3 of the Final EIS/EIR, none of the other Project components, including the Santa Ana Boulevard Bridge Replacement, would involve the conversion of farmland. There are no agricultural uses or operations that would be affected by the detailed design bridge replacement.

#### 4.1.11 Recreation

##### *Permanently degrade or displace existing recreational facilities*

The adverse impacts on recreation described in the Final EIS/EIR are unrelated to the replacement of the Santa Ana Boulevard Bridge (see Final EIS/EIR Section 5.11.3). The detailed design bridge replacement would not degrade or displace any existing recreational facility or feature. The closest recreational facility to the bridge is a segment of the Ojai Valley Trail along the eastern bank of the Ventura River. The trail alignment is outside the construction zone for the bridge replacement and would be unaffected by construction.

##### *Impair the safety of recreational users*

The Final EIS/EIR indicates that Project construction has the potential to pose a risk to the safety of recreational users because some construction activities could occur in very close proximity to recreational facilities, such as Foster Park and various trails and trailheads (see Final EIS/EIR Section 5.11.3). However, because the Santa Ana Boulevard Bridge Replacement does not directly affect any recreational facilities, including the nearby Ojai Valley Trail, the EIS/EIR did not identify any recreational safety concerns for the bridge replacement. This remains true for current detailed design plans for the bridge replacement and, therefore, no increased impacts related to recreational safety are anticipated. In addition, the new detailed bridge design includes a sidewalk on the north side which would be a beneficial impact to pedestrian safety over the current bridge, which includes only narrow shoulders.

##### *Close a public recreational facility for an extended period of time*

Section 5.11.3 of the Final EIS/EIR describes the potential for some recreational facilities to be closed temporarily during Project construction activities at certain locations. Most closures are expected to be of very short duration. Although few closures are anticipated and would occur for a short period of time, the EIS/EIR determined that recreational closures would constitute a significant impact that could be reduced to a less-than-significant level with implementation of Mitigation Measure R-2, which requires agency and public notification related to any temporary recreational facility closures.

As discussed above, the Santa Ana Boulevard Bridge Replacement would not directly affect any recreational facilities, including trails. For this reason, the bridge replacement would not necessitate the temporary closure of any recreational facilities. Therefore, the detailed design bridge replacement does not contribute to this impact.

#### 4.1.12 Cumulative Impacts

Section 7, Cumulative Impact Analysis, of the Final EIS/EIR evaluated the potential for cumulative effects on the environment from implementation of the Matilija Dam Ecosystem Restoration Project, including the replacement of the Santa Ana Boulevard Bridge. Cumulative impacts refer to the potential for the Project's impacts to combine with similar impacts of past, present, or reasonably foreseeable future projects. The Final EIS/EIR concluded that the Restoration Project would make a significant contribution to cumulative traffic impacts associated with truck haul trips during dam removal activities, including sediment disposal. The Restoration Project's relatively minor contributions to cumulative impacts is partially attributed to the fact that many of the Project's adverse impacts are short-term in nature and because mitigation measures presented in the EIS/EIR would effectively reduce most of these adverse impacts. Thus, the conclusions of the cumulative impact analysis remain valid. An adverse cumulative impact is most likely to occur if another construction project is ongoing at the same time as Project



construction and is in close enough proximity to result in combined impacts, such as noise, air pollution, and traffic. The bridge replacement component will occur prior to most of the other components of the Restoration Project. None of the Project's identified contributions to cumulative impacts in the EIS/EIR were specifically related to the replacement of the Santa Ana Boulevard Bridge.

## 4.2 Other Potential Environmental Impacts

An Initial Study was prepared in 2004 to determine the scope of issues to be addressed in the EIS/EIR for the Matilija Dam Ecosystem Restoration Project, which included the replacement of the Santa Ana Bridge as part of the Project. As it was anticipated that the proposed Project would result in significant impacts to the environment, the USACE, which served as the NEPA lead agency, and the District determined that preparation of an EIS/EIR was necessary to analyze the impacts associated with the Project in accordance with the requirements of CEQA and NEPA. Section 15063(a) of the CEQA Guidelines states that when a lead agency determines that an EIR will clearly be required, an Initial Study "is not required but may still be desirable." The Initial Study was prepared in compliance with the Ventura County CEQA Initial Study Assessment Guidelines that were in effect at the time of EIS/EIR preparation.

### 4.2.1 Mineral Resources

Mineral resources were analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.6). The analysis determined that potential impacts on mineral resources (including Aggregate and Petroleum Resources) associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to mineral resources remain valid, and no further analysis is warranted.

### 4.2.2 Paleontological Resources

Paleontological resources were analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.10). The analysis determined that potential impacts on paleontological resources associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR. The Santa Ana Boulevard Bridge is located in an area consisting of Quaternary deposits (alluvium) where no important fossils are expected to exist.<sup>6</sup> Therefore, in accordance with the Ventura County CEQA Initial Study Assessment Guidelines, no impacts to paleontological resources are expected from implementation of the Santa Ana Boulevard Bridge Replacement.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project

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<sup>6</sup> California Geological Survey. 2006. Geologic Map of the Matilija 7.5' Quadrangle, Ventura County, California. Version 1.0.

design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study remain valid, and no further analysis is warranted.

#### 4.2.3 Fire Hazards

Fire hazards were analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.18). The analysis determined that potential impacts from fire hazards (exposure of people or structures to a significant risk of loss, injury, or death attributable to wildland fires) associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to fire hazards remain valid, and no further analysis is warranted.

#### 4.2.4 Daytime Glare

Glare was analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.21). The analysis determined that potential impacts from daytime and nighttime glare (including creation of new light sources) associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR. Impacts associated with construction lighting and its impact on wildlife were analyzed in detail as part of the Biological Resources analysis. All applicable mitigation measures in the Final EIS/EIR would be implemented as part of the current bridge replacement design.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to glare remain valid, and no further analysis is warranted.

#### 4.2.5 Public Health

Public health was analyzed in detail as part of the Matilija Dam Ecosystem Restoration Project Final EIS/EIR and summarized in the Initial Study (included as Appendix B, Section 4.22). Public Health impacts were discussed across several different issue areas within EIS/EIR Section 5 (Environmental Consequences), including Sections 5.1, (Earth Resources), 5.2 (Hydrology and Water Resources), and 5.6 (Air Quality). The analysis determined that potential impacts on public health related to potential flood hazards resulting from increased sediment deposition did not create a significant impact requiring the implementation of mitigation measures. Mitigation measures were recommended to reduce the potential impacts associated with accidental spills of hazardous materials, potential Valley Fever exposure, and potential pollutant exposure of sensitive receptors to a less-than-significant level. All mitigation measures recommended by the EIS/EIR would be implemented as part of the proposed Project.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project



design analyzed in the Initial Study. Therefore, the conclusions of the EIS/EIR and Initial Study related to public health remain valid and no further impact analysis is warranted.

#### 4.2.6 Greenhouse Gases

An analysis of greenhouse gas (GHG) emissions was not required by CEQA when the Final EIS/EIR was certified in 2004. In 2010, the CEQA Guidelines were amended to implement SB 97, which requires that lead agencies must analyze and mitigate, as applicable, any GHG emissions of a proposed project. The following analyzes the Santa Ana Boulevard Bridge Replacement's potential GHG emissions, consistent with the current CEQA Guidelines.

##### *GHG Emissions*

The bridge replacement activities would generate GHG emissions from the use of off-road equipment (such as graders, dozers, excavators, and rollers) and from on-road construction vehicle trips (such as heavy haul trips for delivery of concrete and asphalt, and commute trips by construction employees). There would be negligible operating emissions in the form of occasional bridge inspection and related operations and maintenance activities. The construction emissions would be short-term in nature and the carbon dioxide equivalent (CO<sub>2</sub>e) emissions would predominately be in the form of CO<sub>2</sub> from equipment and vehicle exhaust. While the GHG emissions were not estimated for the Project in the 2004 Final EIS/EIR, their overall magnitude, and the magnitude of the bridge construction component of the overall emissions, would not be considered significant over the life of the Project.

Similar bridge replacement projects provide examples of GHG emissions that can be expected from the Santa Ana Boulevard Bridge Replacement. The Dola and Lanzit Bridge Replacement Projects on historic Route 66 in San Bernardino County are comparable in magnitude to the proposed Santa Ana Boulevard Bridge Replacement. However, these two projects are expected to have somewhat higher overall fuel use needs and related GHG emissions due to their remote nature that requires long vehicle site access trips (worker, equipment, import materials, and waste disposal trips). The total CO<sub>2</sub>e emissions determined for these two projects were 773 and 1,114 tons, respectively.<sup>7</sup> A bridge replacement project is expected to have a project life of at least 50 years, so the project life amortized annual CO<sub>2</sub>e emissions for these two comparable projects would be on the order of 15 to 22 tons per year. Therefore, the Santa Ana Bridge Replacement Project Component would be expected to have annualized emissions somewhat below these levels, due to the much shorter on-road transportation distance requirements.

Ventura County, including the Ventura County Air Pollution Control District, does not have recommended numeric GHG emissions significance thresholds; however, other agencies have published and have used thresholds depending on the project type that range from so-called "Bright-Line" thresholds as low as 900 metric tons of CO<sub>2</sub>e per year to as high as the Mojave Desert Air Quality Management District's annual threshold of 100,000 short tons per year. Recent Ventura County flood control projects, namely the Santa Clara River Levee Improvements (SCR-3) Project and Sespe Creek Levee Improvements Project, used a significance threshold of 7,000 metric tons per year of CO<sub>2</sub>e, based on the suggested interim value published by the California Air Resource Board.<sup>8</sup> The expected annualized GHG emissions for this project,

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<sup>7</sup> County of San Bernardino, Department of Public Works. 2015. Initial Study/Mitigated Negative Declaration for the Dola Ditch Bridge Replacement Project and the Initial Study/Mitigated Negative Declaration for the Lanzit Ditch Bridge Replacement Project.

<sup>8</sup> California Air Resources Board. 2008. Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under CEQA.

which would be expected to be less than 15 tons of CO<sub>2</sub>e per year based on the comparison with other bridge replacement projects described above, would be well below this annual GHG emissions threshold. Therefore, GHG emissions for the bridge replacement component are less than significant.

The Project as described in the Final EIS/EIR would have had substantially more emissions than just this bridge replacement component; however, the entire Project GHG emissions would be expected to be less than two orders of magnitude greater than the bridge replacement GHG emissions. This would mean the entire Project GHG emission would be substantially less than 7,000 metric tons per year of CO<sub>2</sub>e, such that if GHG emissions impacts had been evaluated for the Project in the Final EIS/EIR they would have been found to be less than significant.

#### *Conformance with GHG Emissions Reduction Regulations and Policies/Strategies*

The bridge replacement activities would have very few directly applicable regulations and policies/ strategies for GHG emissions reduction. Indirect regulations that apply to transportation and motor fuel users, such as the SB 32 California Transportation Plan and SB 32 Low Carbon Fuel Standard, would apply and would reduce emissions from the Project. The only direct emissions reduction regulations/policies/ strategies applicable to the bridge replacement activities are off-road equipment and on-road vehicle idle restriction regulations and construction waste recycling/waste reduction strategies and policies. The various State equipment and vehicle idle time restrictions are law and would be complied with. The solid waste generated during construction would be disposed of in accordance with Ventura County Ordinance #4421, which requires submittal of a recycling plan (Form B) prior to beginning construction, compliance with the plan during construction, and submittal of a Form C report and receipts upon conclusion of work documenting that at least 60 percent of materials generated by the Project were recycled and reused (or 65 percent per Green Building Code). Therefore, the detailed design bridge replacement would conform with GHG emissions reduction regulations, policies, and strategies and would not result in significant impacts.

The Project as described in the Final EIS/EIR, similar to just the bridge replacement construction activities, comprises mainly construction activities that would not create or affect long-term GHG emissions or emission sources, and so there would be very few directly applicable GHG regulations or emissions-reduction policies and strategies. Therefore, the Project, if it had been evaluated for conformance with the current GHG emissions regulations/policies/strategies, would have been found to have less than significant impacts.

#### *4.2.7 Community Character*

Community character was analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.3.1). The analysis determined that potential impacts on community character (including the purchasing and removal or relocation of the Matilija Hot Springs retreat center and 11 homes/properties along Camino Cielo) associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR. No residences or businesses need to be purchased for the bridge replacement.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to community character remain valid, and no further analysis is warranted.

#### 4.2.8 Water Supply

Water supply was analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.24). The analysis determined that potential impacts on water supply (including impacts on domestic drinking water supplies from trapped sediments) associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. The conclusions of the Initial Study related to water supply remain valid, and no further analysis is warranted.

#### 4.2.9 Waste Treatment and Disposal

Waste treatment and disposal were analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.25). The analysis determined that potential impacts on waste treatment and disposal associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR because it would not create any sources of domestic waste generated by residences or businesses and would not create permanent demand for sewage collection or treatment facilities.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to waste treatment and disposal remain valid, and no further analysis is warranted.

#### 4.2.10 Utilities

Utilities were analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.26). The analysis determined that potential impacts on utilities (including Electricity, Natural Gas, and Communications) associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR because power requirements during construction, demolition, or restoration would largely be provided by an onsite generator and use of local electricity would be minor; the Project would not require use of natural gas; and it would not involve the establishment of or require the permanent installation of communications lines.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to utilities remain valid, and no further analysis is warranted.

#### 4.2.11 Law Enforcement and Emergency Services

Law enforcement and emergency services were analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.28). The analysis determined that potential impacts on law enforcement and emergency services associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR because the Project would not result in any increases to population, and therefore would not require that additional law enforcement or emergency services personnel or equipment be provided.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to law enforcement and emergency services remain valid, and no further analysis is warranted.

#### 4.2.12 Fire Protection

Fire protection was analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.29). The analysis determined that potential impacts on fire protection (including Distance/Response Time and Personnel/Equipment/Facilities) associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR. Although not all portions of the Project are within five miles of a full-time paid fire department, Section 5.9.3 of the EIS/EIR includes Mitigation Measure T-1, which requires the submission of a Transportation Management Plan with traffic control measures to ensure access for emergency vehicles. In addition, the Project would not result in an increase in population and therefore would not necessitate additional fire personnel.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to fire protection remain valid, and no further analysis is warranted.

#### 4.2.13 Education

Education was analyzed in detail as part of the Initial Study for the Matilija Dam Ecosystem Restoration Project Final EIS/EIR (included as Appendix B, Section 4.30). The analysis determined that potential impacts on education (including Schools and Libraries) associated with the construction and operation of the entire Matilija Dam Ecosystem Restoration Project did not rise to the level of significance requiring analysis within the EIS/EIR because it would not result in any increases to population and would not place additional demands on overcrowded school districts or library facilities.

The proposed Santa Ana Boulevard Bridge Replacement was part of the Project analyzed in the Initial Study as a component of the larger Matilija Dam Ecosystem Restoration Project downstream improvements. The current proposed detailed design for the bridge replacement is consistent with the Project design analyzed in the Initial Study. Therefore, the conclusions of the Initial Study related to education remain valid, and no further analysis is warranted.

### 4.3 Conclusion (pursuant to State CEQA Guidelines §15162(a)(1))

The current detailed design for the Santa Ana Boulevard Bridge Replacement is consistent with this component of the overall Project as analyzed in the 2004 Final EIS/EIR. As demonstrated above, the detailed design bridge replacement component is not a substantial change in the project component and would not result in any new significant impacts or substantially increase the magnitude of any significant impacts identified in the Final EIS/EIR, and no new mitigation would be required. In fact, the current design would reduce the magnitude of several impacts, including effects to earth resources, hydrology, water resources, wildlife movement, and transportation, because it would no longer require the use of a temporary detour road through the river as described in the Final EIS/EIR. The existing Santa Ana Boulevard Bridge would remain in place while the new bridge is constructed, so few, if any, detours would be required, and traffic would not enter the riverbed. In addition, the construction phase duration would be 6 months shorter than the bridge replacement as analyzed in the Final EIS/EIR, which would reduce the magnitude of construction impacts to biological resources, noise, aesthetics, and transportation. Therefore, the approval of the minor changes to and the design details for the Santa Ana Boulevard Bridge Replacement Component of the Matilija Dam Ecosystem Restoration Project would not trigger any of the conditions set forth in CEQA Guidelines Section 15162(a)(1)).

## 5. Environmental Evaluation (pursuant to State CEQA Guidelines §15162(a)(2))

Have substantial changes occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines §15162(a)(2))?

**Conclusion:** No.

**Analysis:** Circumstances at the Santa Ana Boulevard Bridge have not changed substantially since the certification of the Final EIS/EIR, as detailed below.

### 5.1 Project Circumstances as Analyzed in the Final EIS/EIR

The impact summaries presented in Section 4 show that circumstances have not changed at the Santa Ana Boulevard Bridge location such that new or substantially greater impacts would occur. While the Thomas Fire burned large portions of Ventura County in December 2017, including portions of the greater Project area, the bridge location was not directly affected.

As described in Section 4.2.6, the requirement to analyze greenhouse gas (GHG) emissions in CEQA documents was added to the CEQA Guidelines in 2010. However, as shown in that section, both the Project as a whole and the Bridge Replacement component of the Project, would not result in significant impacts related to GHG emissions.

### 5.2 Conclusion (pursuant to State CEQA Guidelines §15162(a)(2))

As documented in Section 4 above, no substantial changes in circumstances have occurred since the certification of the Final EIS/EIR. Therefore, the approval of the minor changes to and the design details for the Santa Ana Boulevard Bridge Replacement Component of the Matilija Dam Ecosystem Restoration Project would not trigger any of the conditions set forth in CEQA Guidelines Section 15162(a)(2)).

## 6. Environmental Evaluation (pursuant to State CEQA Guidelines §15162(a)(3))

Does new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, show any of the following:

- a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines §15162(a)(3))?

**Conclusion:** No.

**Analysis:** No new information of substantial importance has become known since the certification of the Final EIS/EIR, as detailed below. The approval of the minor changes to and the design details for the Santa Ana Boulevard Bridge Replacement Component of the Matilija Dam Ecosystem Restoration Project would not have any new or substantially more severe significant impacts, and no new mitigation or alternatives are warranted.

### 6.1 New Information of Substantial Importance

As shown in Section 4, no new information of substantial importance has been received since the certification of the Final EIS/EIR. In addition, the Bridge Replacement Project Component would not have any new or substantially more severe significant impacts, and no new mitigation or alternatives are warranted. In fact, several impacts would be lessened or avoided by the current detailed design for the Santa Ana Boulevard Bridge Replacement.

### 6.2 Conclusion (pursuant to State CEQA Guidelines §15162(a)(3))

As documented in Section 4 above, no new information has become known, and no new mitigation or alternatives are warranted. Therefore, the approval of the minor changes to and the design details for the Santa Ana Boulevard Bridge Replacement Component of the Matilija Dam Ecosystem Restoration Project would not trigger any of the conditions set forth in CEQA Guidelines Section 15162(a)(3)).

## 7. Supplemental EIS

The decision to prepare a Supplemental EIS must ultimately be made by the federal lead agency (C.F.R. sec. 1502.9) as described in Section 2. Sections 1 through 6 document the reasons why the current detailed design for the Santa Ana Boulevard Bridge Replacement presents no substantial changes and no significant new circumstances relevant to environmental concerns bearing on the Project or its impacts.

## 8. Conclusion

Based on the above analysis, the approval of the minor changes to and the design details for the Santa Ana Boulevard Bridge Replacement Component of the Matilija Dam Ecosystem Restoration Project would not trigger any of the conditions requiring a subsequent or supplemental EIR set forth in State CEQA Guidelines Sections 15162(a)(1) through (a)(3) and use of and approval of an Addendum is appropriate pursuant to CEQA Guidelines Section 15164.

## 9. Finding

No subsequent or supplemental EIR is necessary for the approval of the minor changes to and the design details for the Santa Ana Boulevard Bridge Replacement Component of the Matilija Dam Ecosystem Restoration Project.

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Jeff Pratt, Director of Public Works  
Ventura County Watershed Protection District

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Date

## 10. Proposed Findings for USACE

Based on reasons set forth in Sections 1 through 6, no supplement to the Final EIS is required.

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U.S. Army Corps of Engineers

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Date

## Attachment 1 – Figures

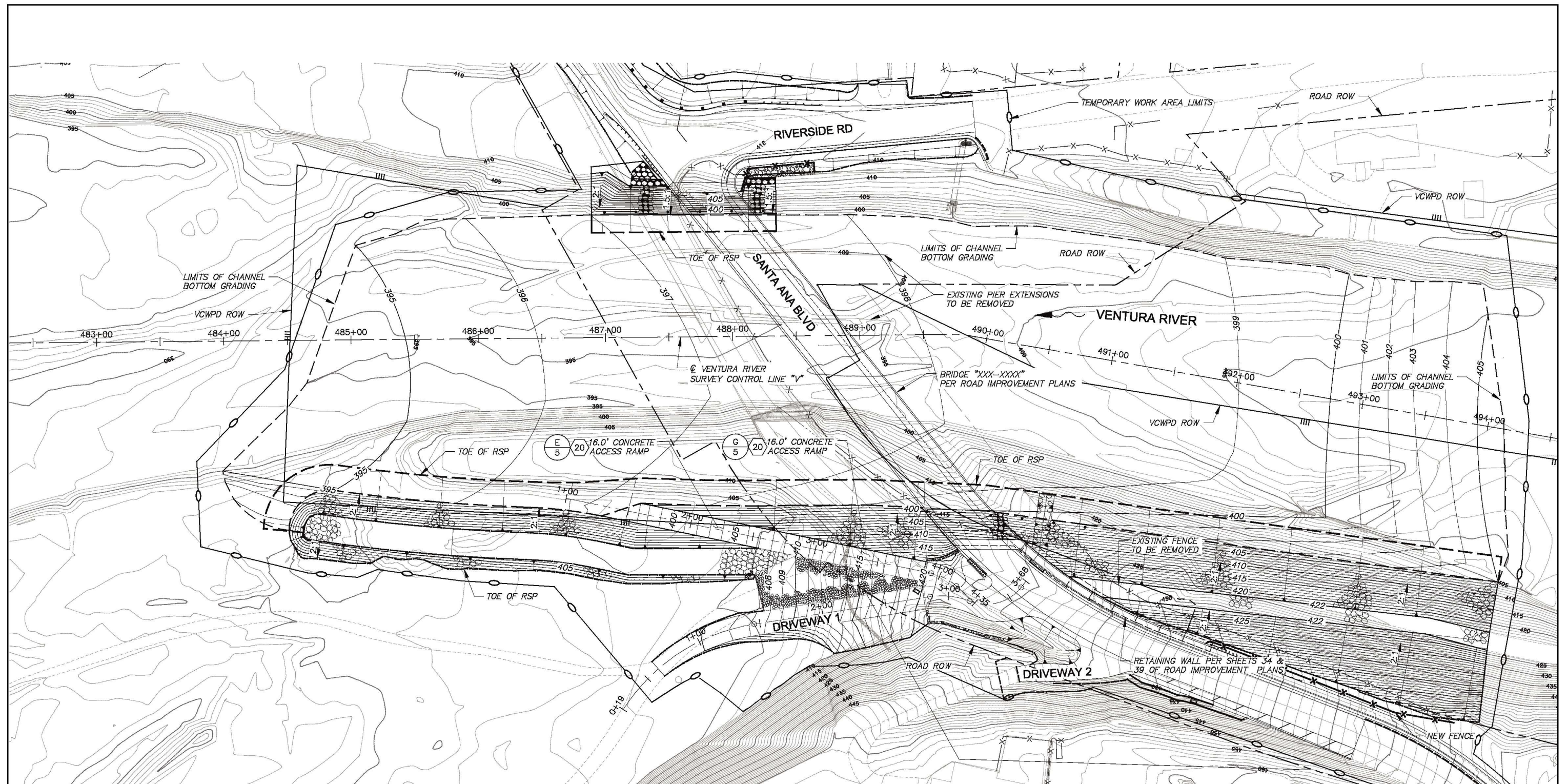
Figure 1: Project Location

Figure 2: Construction Plan View









0 40 80 Feet



**Figure 2**  
**Santa Ana Boulevard Bridge Replacement Project**  
**Construction Plan View**