Environmental Reevaluation/Addendum

To the Mitigated Negative Declaration/Finding of No Significant Impact for State Route 1 Trancas Creek Bridge Replacement Project

State of California

Department of Transportation

March 2020

State Route 1 Trancas Creek Bridge Replacement Project

Environmental Reevaluation/Addendum

Title: Trancas Creek Bridge Replacement Project

Clearinghouse No: 2017051008

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Caltrans, District 7

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ABSTRACT

The existing Trancas Creek Bridge is 97 feet long by 85 feet wide and has three spans (two piers in Trancas Creek). The bridge and adjacent roadway have two lanes in each direction separated by a raised median that varies in width between 4 feet and 16.5 feet. There are also 8-foot outside shoulders in each direction. This portion of southbound Pacific Coast Highway is striped as a Class II bikeway. The proposed project would replace the existing bridge with one that meets current safety standards. Caltrans, as the lead agency under NEPA assigned by FHWA, has identified Alternative 3 – Long Bridge Replacement as the Preferred Alternative. There have been some changes to the surrounding environment that is captured within the updated biological studies included in this addendum. Before Caltrans begins their work, Los Angeles County Waterworks District (LACWD) will install a temporary 16-inch bypass waterline within the temporary construction easement provided by Caltrans and remove the existing 16-inch watermain along Trancas Creek bridge. LACWD will install approximately 340 feet of temporary 16-inch high-density polyethylene (HDPE) waterline at ground level and 450 feet of temporary HDPE waterline underground by horizontal directional drilling within the limits of Caltrans' temporary construction easement (TCE). After Caltrans completes the bridge replacement (work roughly 18 months later), LACWWD will install a new 18-inch watermain on the bridge and remove the above ground temporary 16-inch bypass line and the underground temporary waterline. The temporary impacted area will be 1.5 acres for a TCE area, and 63 cubic yards will be excavated, and a backfill amount of 40 cubic yards will occur. The type of construction equipment to be used are drill rigs (HDD), back hoes, boom trucks, two services trucks and knuckle booms. The construction duration will be from November 2020 to December 2020, for one month. After Caltrans completes construction of the replacement bridge, LACWD will install a new 18-inch steel waterline directly on top of the bent caps along the inland side of the newly widened Trancas Creek bridge.

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Project Title

Trancas Creek Bridge Replacement Project

07-LA-1

PM 56.4/56.9

EA 07-29140

Project Description

The California Department of Transportation (Caltrans) proposes to improve the safety of Pacific Coast Highway (PCH) by replacing the Trancas Creek Bridge (Bridge No. 53 0027) in the City of Malibu, Los Angeles County, California. The proposed project is needed because the existing bridge has served long beyond its original design lifespan, has a history of scour related issues, has structural deficiencies, and is not wide enough to avoid conflicts between motorists and bicyclists. The bridge traverses north to south over Trancas Creek just north of Zuma Beach, between Trancas Canyon Road and Guernsey Avenue. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). Caltrans, as the lead agency under NEPA assigned by FHWA, has identified Alternative 3 – Long Bridge Replacement as the Preferred Alternative. The decision was made after comparing and weighing the benefits and impacts of feasible alternatives and considering the public comments received during Draft Initial Study/Environmental Assessment circulation. The selected alternative will replace the existing 97-foot long, 85-foot wide, three-span bridge with a new 240 foot-long, 90.5 foot-wide, four-span bridge. In this alternative, the roadway profile will remain as is and will have the capacity to satisfy the LACDWP 50-year storm bulked and burned event vertical clearance requirement under the bridge. Also included in the bridge replacement project, but work that will not be conducted by Caltrans, is waterline relocation work done by Los Angeles County Waterworks District.

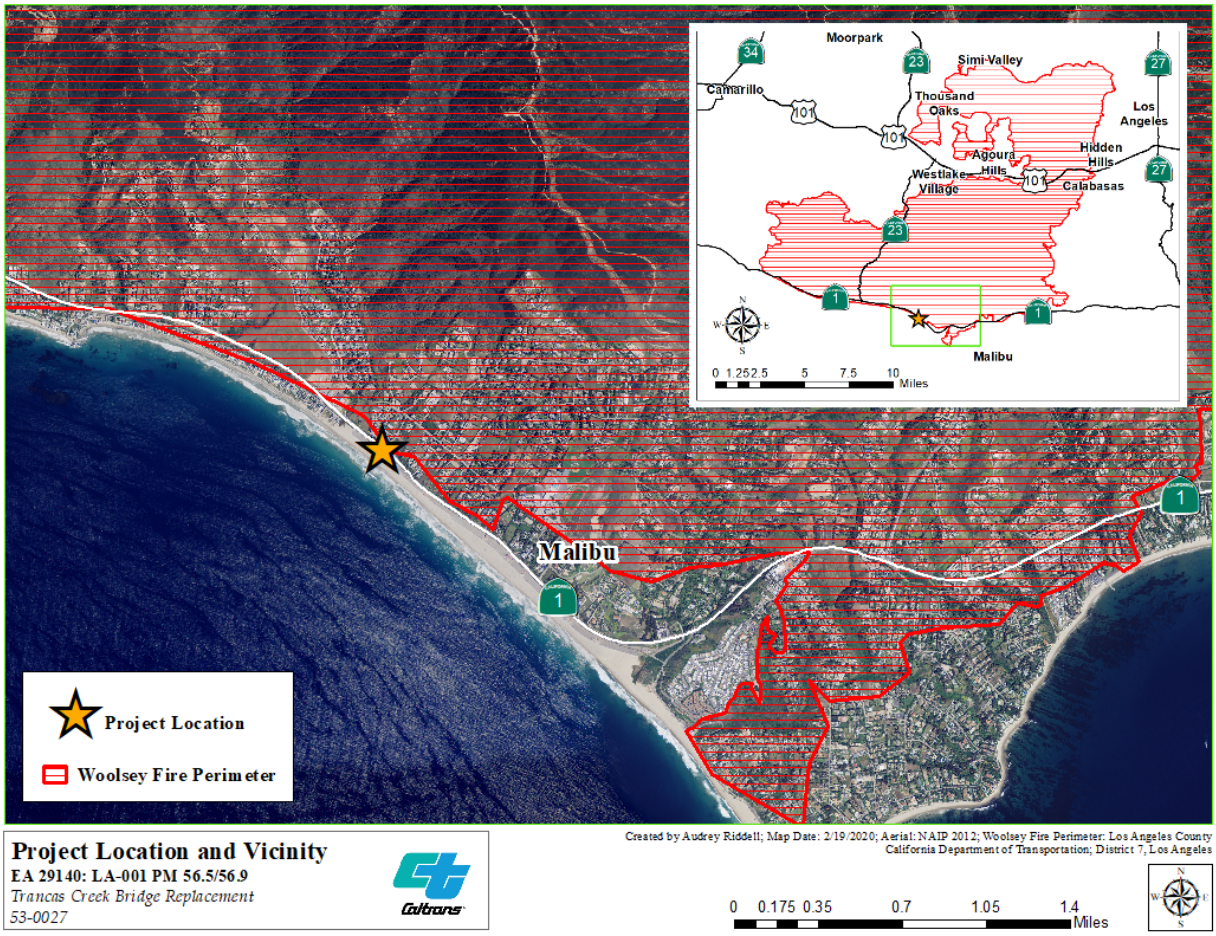

Figure 1. Project Location and Vicinity in context of the Woolsey Fire burn area.

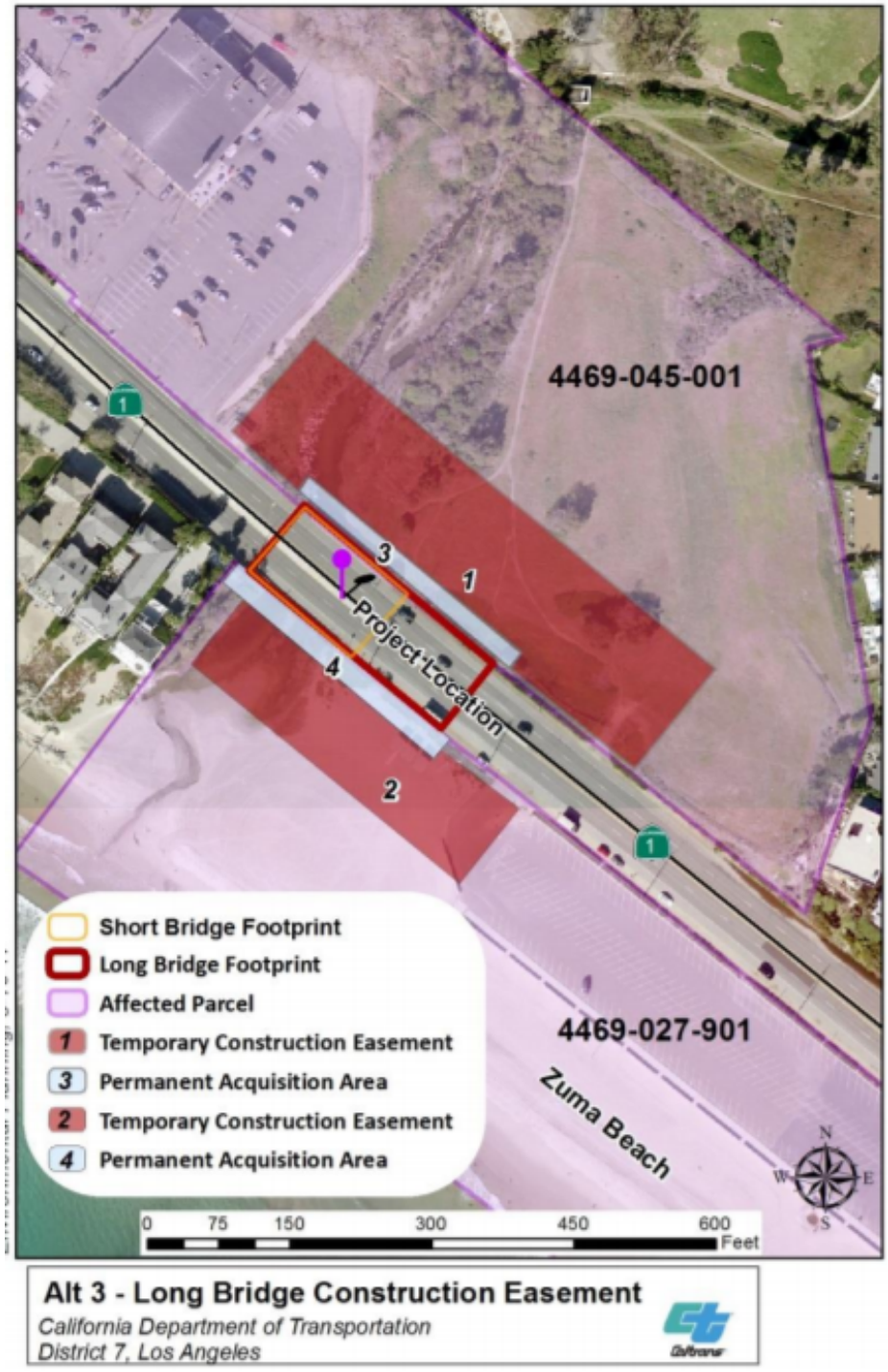

Figure 2. Required Construction Easements, Final Environmental Document, June 2017.

Trancas Creek Temporary Waterline Relocation (Phase I) Project Description:

Los Angeles County Waterworks District (LACWD) will install approximately 340 feet of temporary 16-inch high-density polyethylene (HDPE) waterline at ground level and 450 feet of temporary HDPE waterline underground by horizontal directional drilling within the limits of Caltrans' temporary construction easement (TCE). The underground temporary waterline will have roughly 8 ft of cover within the Creek's jurisdictional limits so as to satisfy the scour analysis which recommends a minimum of 6 ft of cover within the Creek.

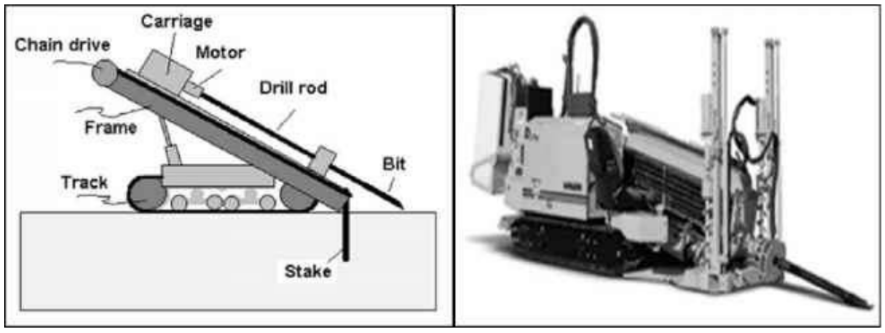

Figure 3. HDD Drill Rig. Example of HDD Drill Rig to be used by LACWD

For the horizontal directional drilling scope, two boring pits located at Sta. 13+50 and 17+16.25 and roughly 5ft W x 5ft L x 4ft D will immediately contain any water and mud generated from drilling operations. All water will be pumped from the pits into large holding tanks and then vacuumed into trucks for off-site legal disposal. There will be no comingling of any creek surface water flows or discharges to land. The drill rig and mud mixing systems will be located immediately adjacent to the boring pits.

Additional staging and support equipment will be placed along the shoulder on Pacific Coast Highway (PCH) and the number two lane will be closed off to traffic. After bacteriological testing , pressure testing and water discharge has been completed for the new temporary waterline, the existing 16-inch waterline located along the inland side of the Trancas Creek bridge will be discharged of any water (nearest to the section valves of the existing line in order to tie-in at both interconnection points) within it and removed so that Caltrans can begin their bridge widening construction which is anticipated to start on Jan. 2021 and last for 18 months. LACWD construction is anticipated to begin mid. November 2020 and end before end of December 2020. Construction equipment will range from: two service trucks, boom truck, back hoe, and a knuckle boom. Construction equipment will also access the TCE through a chain link fence swing gate and dirt road adjacent to Sta. 12+00 along PCH, this will facilitate the install of the above ground portion of temporary waterline.

Trancas Creek Permanent Waterline Installation (Phase II) Project Description:

After Caltrans completes construction of the replacement bridge, LACWD will install a new 18-inch steel waterline directly on top of the bent caps along the inland side of the new Trancas Creek bridge. LACWD will access Caltrans TCE area to remove the entire length of the temporary 16-inch waterline. There will

be two water discharge events for each phase no. 1 & 2. Water will be pumped into a large holding tank and then vacuumed into trucks for off-site legal disposal. Water will not be discharged into the creek. Construction equipment will range from: two service trucks, boom truck, back hoe, and knuckle boom. Construction equipment will also access the TCE through a chain link fence swing gate and dirt road adjacent to Sta. 12+00 along PCH, this will facilitate the removal of the above ground portion of temporary waterline.

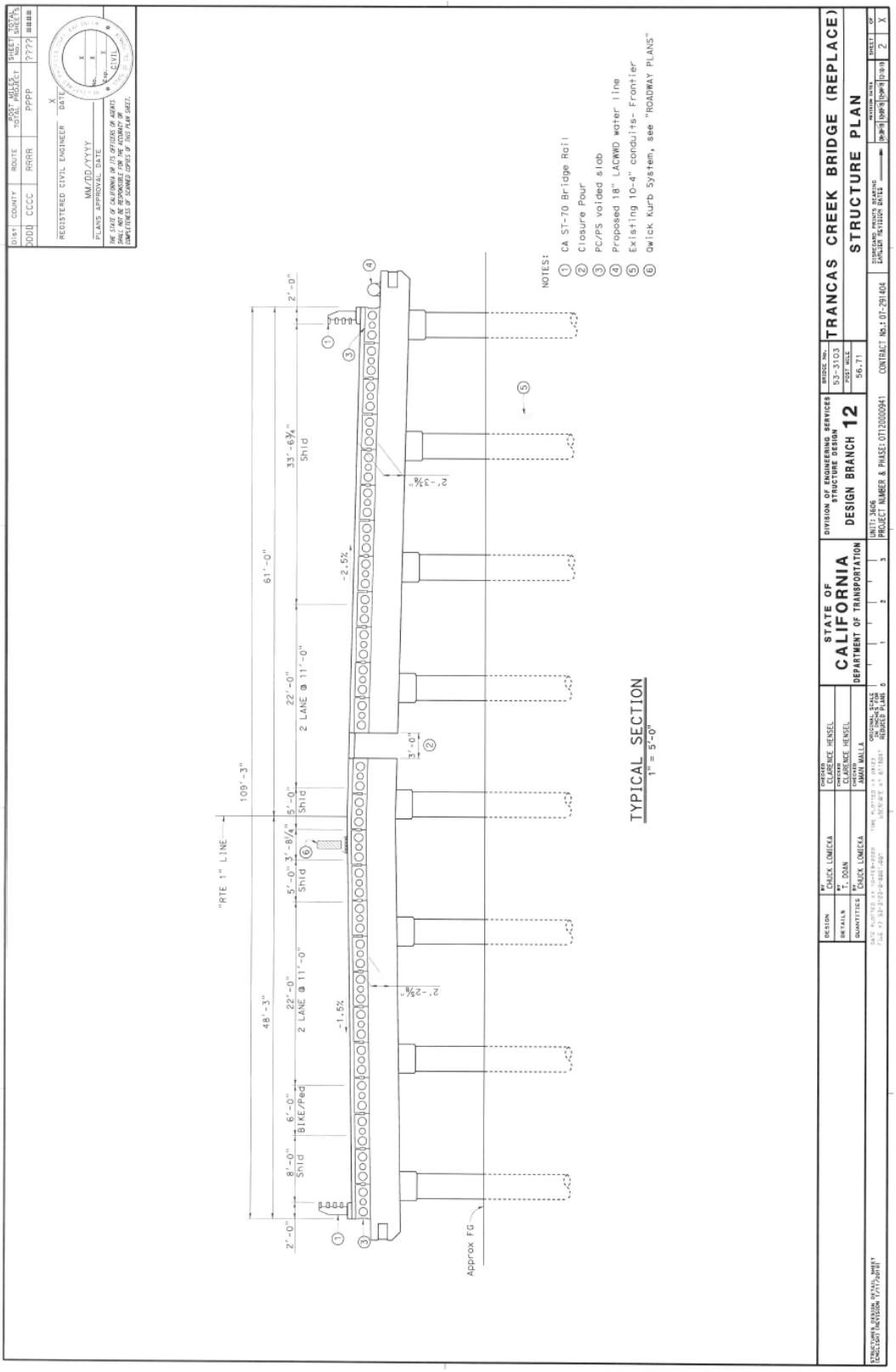

Figure 4. Permanent Water Line. See “Notes” 4 in drawing (LACWD) water line final permanent location on bridge

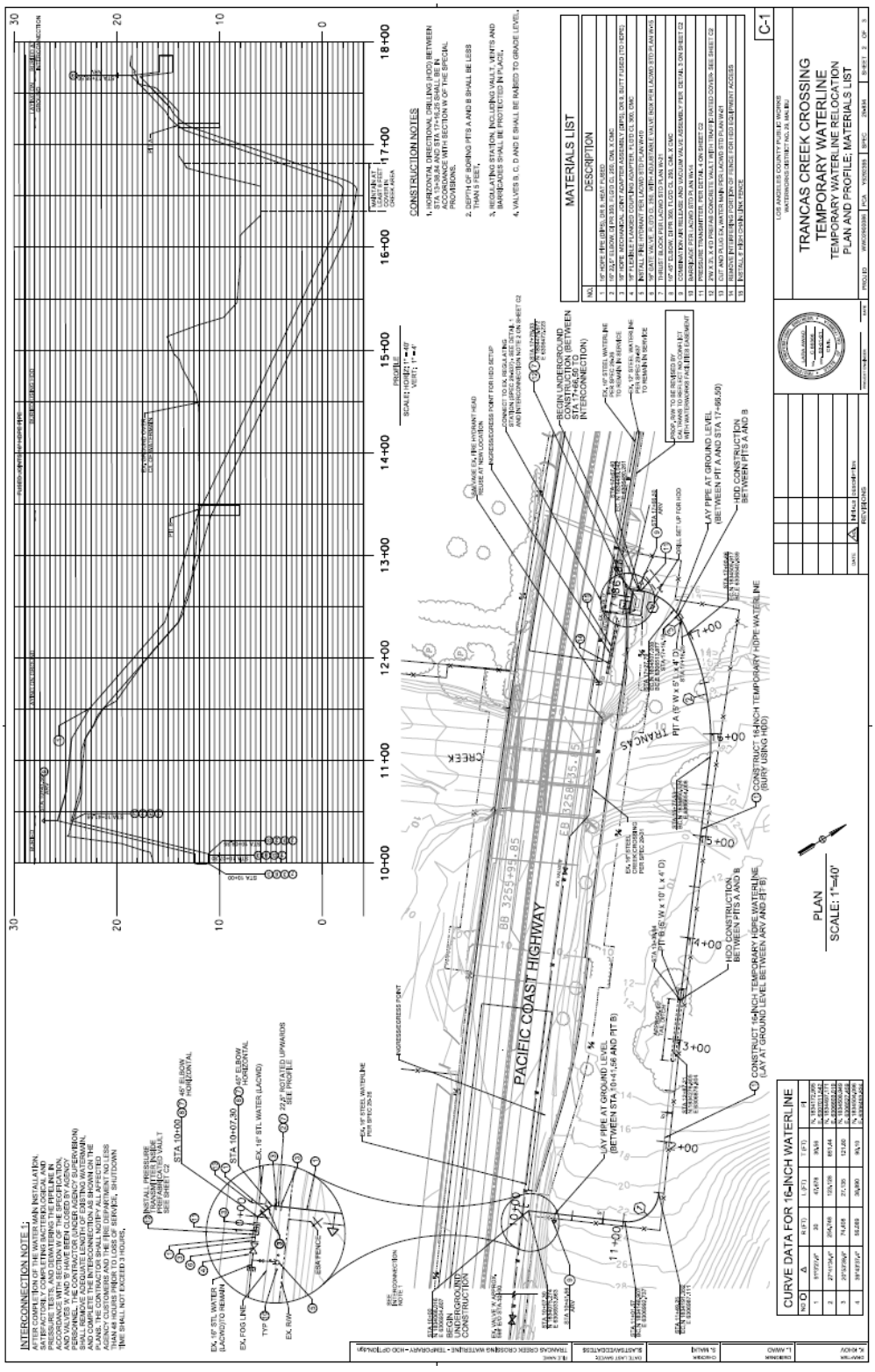

Figure 5. LA County Waterworks Pipe Relocation Plans

Previous Environmental Clearances

The Mitigated Negative Declaration and Finding of No Significant Impact (MND/FONSI) was approved as complying with CEQA and NEPA, respectively, by Caltrans. The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

Project Changes and Environmental Reassessment

A few project changes have occurred in the development of the replacement Trancas Creek Bridge. The Woolsey Fire occurred in Malibu in 2018, which was after the technical studies and final environmental document were completed for the bridge replacement. The Caltrans biologist went back to the project site to study habitat changes. After the fire, winter rains of 2018/2019 were above normal seasonal storms and much higher than recent drought years rainfall. The resulting burned and bulked flows brought tons of burned debris (from twig size to entire tree trunks) downstream and deposited on the beach and out to the sea. Siltation and mud debris deposits changed the creek bed elevation as well as removed all of the vegetation within the channel. (Natural Environment Study, Addendum, February 2020)

In regards to Caltrans' chosen alternative, there is a need for more excavation than originally planned. This new area of excavation, for the twice longer bridge, will ultimately result in a larger deep water area of pooling providing for increased storm flows. Provide for improved tidal flushing for fish habitat, foraging habitat for coastal wading birds, ponding for future populations of tidewater goby fish species, foraging for wading species of ducks, and breeding grounds for other fish species and general over-all improvement of coastal ecological habitat for the Trancas Creek Watershed. Trancas Creek fire damage was almost entirely within the project footprint. Approximately 90 % of the original vegetation was burned or flushed out from 50 year burned and bulked flows following the fire in winter 2018/2019.

The original environmental document referred to utility relocation being required, but the specific details were not available at the time of the Final environmental document publication. The Los Angeles County Waterworks Department has submitted more specific detail on how the temporary and permanent utility relocation will occur (fig. 4 and 5, page 9 and 10). The temporary utility relocation will occur as follows: Los Angeles County Waterworks District (LACWD) will install approximately 340 feet of temporary 16-inch high-density polyethylene (HDPE) waterline at ground level and 450 feet of temporary HDPE waterline underground by horizontal directional drilling within the limits of Caltrans' temporary construction easement (TCE). And then once construction of the replacement bridge is complete, LACWD will install a new 18-inch steel waterline directly on top of the bent caps along the inland side of the newly widened Trancas Creek bridge.

CEQA Environmental Significance Checklist

The CEQA Environmental Significance checklist on the following pages was used to identify physical, biological, social and economic factors that might be affected by the proposed project. There are options for No Impact, Less than Significant Impact, Less than Significant with Mitigation Incorporated, and Significant and Unavoidable Impact. Background technical studies were performed in connection with this project to document the anticipated effects of the alternatives, the results of which are summarized in this environmental reevaluation. As updates were made to Caltrans Annotated Outline, the Checklist was expanded to add Wildfire and Energy.

The following technical studies were used to assists and support the analysis:

Natural Environment Study Addendum	February 2020
Historical Property Survey Report – Cultural	December 2016
Hazardous Waste Assessment	February 2017

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

ENERGY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

The proposed project does not add roadway capacity.

Regulatory Setting. The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires the identification of all potentially significant impacts to the environment, including energy impacts.

The California Environmental Quality Act (CEQA) Guidelines section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources.

GEOLOGY AND SOILS

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

GREENHOUSE GAS EMISSIONS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document. (FED, 2017)

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

LAND USE AND PLANNING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

MINERAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

NOISE

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

RECREATION

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

TRANSPORTATION

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

TRIBAL CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The project is located within lands classified by CAL FIRE as very high fire hazard severity zones. This condition is due to the lack of roads for both evacuation and fire protection access in case of emergencies. This problem is further exacerbated by the lack of water hookups for emergency services and the limited water pressure available at those hookup sites. There will be a temporary reduction in traffic capacity on Pacific Coast Highway during construction. PCH is the only major road into or out of this portion of Malibu. Should a wildfire erupt in the hills above Malibu that requires the community to evacuated, there may a delay in getting people out of the area. However, law enforcement personnel would be expected to be present to facilitate a smooth evacuation. (FED, June 2017)

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion of Environmental Reassessment

Hazardous Waste. The Office of Environmental Engineering has no comments regarding the additional excavation required to relocate water pipes, original studies suffice. The original avoidance, minimization and mitigation measures should be followed. (email from Michael Salisbury; 3/5/2020)

Avoidance, Minimization, and/or Mitigation Measures

Existing Yellow and White Traffic Stripe and Pavement Markings HW-1 A project-specific Lead Compliance Plan and Debris Containment and Disposal Work Plan will be prepared to address the removal, containment, storage, sampling, transport, and disposal of yellow thermoplastic and lead-based painted traffic stripe and/or pavement markings, and to prevent or minimize worker exposure to lead while handling the debris/residue (California Code of Regulations [CCR], Title 8, Section 1532.1, "Lead," and California Occupational Safety and Health Administration [Cal/OSHA] Construction Safety Order).

Aerially Deposited Lead Contaminated Soil During construction and excess ADL soils require special handling and waste management, especially when disturbed during earthmoving activities. HW-2 The California Department of Transportation (Caltrans) Office of Environmental Engineering will initiate a project-specific aerially deposited lead (ADL) site investigation to evaluate whether the excess ADL spoils generated can be reused on the project site and/or along the project corridor by adhering to the requirements of the Soil Management Agreement for Aerially Deposited Lead-Contaminated Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures 2-112 Trancas Creek Bridge Replacement Project MND/FONSI Soils (ADL Agreement) that the Department entered into with the California Department of Toxic Substances Control (July 2016). If the excess ADL soils cannot be reused on the project site and/or along the project corridor, the site investigation will also determine whether they are classified as federal or state hazardous waste that requires off-site disposal at a permitted Class I California hazardous waste disposal facility or can be relinquished to the contractor with or without restrictions on land use. HW-3 The site investigation data will be used to prepare a Lead Compliance Plan as required under CCR Title 8, Section 1532.1, "Lead," and the Cal/OSHA Construction Safety Order. HW-4 An Excavation and Transportation Plan will be prepared to establish the procedures that will be used to comply with requirements for excavating, stockpiling, transporting, and placing or disposing of material containing ADL.

Treated Wood Waste HW-5 Removal and disposal of metal beam guardrail wood posts shall be managed under CCR Title 22, Division 4.5, Chapter 34, which specifies guidelines for storage, accumulation, shipment/transport, and disposal of treated wood waste at specific landfills.

Asbestos-Containing Materials and Lead-Based Paint HW-6 Surveying and sampling will be required to determine procedures for the proper removal, handling, and disposal of asbestos-containing materials (ACM) and lead-based paint (LBP) during construction. Upon completion and analyses of surveys and sampling, an Asbestos Compliance Plan, Asbestos Removal Work Plan, Lead-Based Paint Compliance Plan, and Lead-Based Paint Removal Work Plan shall be completed and signed by a Certified Industrial Hygienist that outlines potential risks and appropriate monitoring plans, as well as safety measures, to reduce the risk of worker exposure to contamination. HW-7 A Dust Control Plan will be prepared and approved by the South Coast Air Quality Management District (SCAQMD) before commencing any work in areas containing ACM. The Dust Control Plan will outline Chapter 2 Affected Environment,

Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures Trancas Creek Bridge Replacement Project MND/FONSI 2-113 procedures to prevent dust emission during excavation, stockpiling, transportation, or placement of materials containing ACM. HW-8 Removal and management of LBP during bridge demolition will be addressed in a project-specific Lead Compliance Plan.

Groundwater HW-9 Groundwater testing will be required during the final design phase to determine the extent of potential contamination in groundwater that will be encountered during construction, and to confirm whether contamination, if any, can be attributed to nearby sources and impacts from previous releases.

Remediation of Parcels Associated with the Proposed Project HW-10 Additional site investigation work is required to include sampling to evaluate any residual concentrations of contamination that may be present on each site and within Caltrans right-of-way. The results of the additional site investigations will be used to prepare the appropriate remediation cost estimates to manage, handle, and dispose of any impacted soils during construction and following construction, should long-term monitoring or remedial actions be required. (FED, June 2017)

Biological. Alternative 3 (Preferred Alternative) now includes new information regarding the Los Angeles County Department of Flood Control Division requirements for meeting the "50 year burned and bulked" storm flows as well as LA County Waterworks pipe relocation work. It was necessary to make changes to the project scope (grading and excavation) to meet these requirements. Additional grading and excavation changed the amount of impact to "Waters of the U.S. and Waters of the State." The total amount of required excavation is 27,800 cubic yards of existing creek bed and the updated analysis of these new impacts is detailed below.

This requirement forced Alternative 3 to be the preferred alternative as the twice longer bridge allows for the appropriate opening to allow these large stormflows. Therefore, this addendum addresses Alternative 3 – 240 foot bridge and the LA County Waterworks pipe relocation work.

This new area of excavation will ultimately result in a larger deep water area of pooling which provides for increased storm flows, as well as providing for improved tidal flushing for fish habitat, foraging habitat for coastal wading birds, ponding for future populations of tidewater goby fish species, foraging for wading species of ducks, and breeding grounds for other fish species and general over-all improvement of coastal ecological habitat for the Trancas Creek Watershed. (Natural Environment Study Addendum, February 2020)

Avoidance, Minimization, and/or Mitigation Measures

A large portion of the impact of excavation will be in the upland "Riders and Ropers Area," which is not jurisdictional habitat. As stated previously, this will create new wetland habitat; thus putting the project in the category of "Self-Mitigating." (more creation than impact).

The Onsite Restoration includes installation and revegetation of 100 percent native plant species appropriate for both riparian habitat as well as southern coastal dune and coastal marsh habitat. Additionally, Southern Foredune habitat that will be impacted by the new longer bridge will be re-established on the Trancas Beach zone. To mitigate these impacts, Caltrans will need to restore the dune

habitat within the Zuma beach zone. If this option is determined not feasible or practical, Caltrans will alternatively look for locations within the coastal zone in the Malibu area to perform restoration of the dune habitat. Possible locations include Pt. Dume Sate Reserve (just 1 mile south), Leo Carrillo State Beach, McGrath State Beach or Pt. Mugu naval weapons station.

If none of these options become viable, then Caltrans will enter into an In-lieu-fee program option to pay offsite for mitigation of this sensitive habitat.

This newly excavated area will create deeper pooling zone for fish species during periods of neap tides and/or peak storm events when the beach berm is breached. To date, no tidewater goby are present at Trancas Creek as only very minimal tidal flushing or brackish habitat is present due to lack of diurnal tidal flushing and/or flow (a managed beach berm blockage from LA Co. Beaches & Harbors daily beach grooming). Once a longer bridge is completed and (when or if) the Trancas Lagoon Restoration Project (by RCD-SMM) becomes a reality, then potential for tidewater goby to return is likely to occur. A deeper pooling area will provide this necessary habitat for re-introduction of this species; therefore, this excavation can be considered as a positive change rather than a negative impact. Additionally, fluctuations in siltation from storms and annual rain events will change the shape, size and depth of this newly created southern coastal marsh habitat. This ebb and flow of material is typical of coastal zones influenced by ocean waters, as well as by riverine systems. This habitat is expected to change over time and will likely see both deposition and scour as typically observed in riverine systems along coastlines. (NES Addendum, February 2020)

Currently there are active negotiations between Caltrans and LA County Beaches and Harbors to acquire right-of-way to implement the long-term mitigation. This will be completed before construction occurs.

Cultural. The plans submitted by LACWWD were reviewed by Caltrans's Cultural Resources unit, and there are no concerns at this time with the temporary waterline relocation. (Cultural Memo to File, February 21, 2020)

Avoidance, Minimization, and/or Mitigation Measures

The proposed project will not result in any adverse effects to cultural resources; therefore, no avoidance, minimization, and/or mitigation measures are required. It is California Department of Transportation (Caltrans) policy to avoid impacts to cultural resources whenever possible. If buried cultural materials are encountered during construction, Caltrans' policy is to stop work immediately in that area until a qualified archaeologist can evaluate the nature and significance of the find. Work can only resume after the approval to proceed has been giving by a qualified Caltrans archaeologist or the District Heritage Resource Coordinator. If human remains are discovered, State Health and Safety Code Section 7050.5 requires that all work stops immediately, no further disturbance is to occur in the immediate vicinity of the remains, and the County Coroner be contacted immediately. District 7 will also be contacted immediately upon the unexpected finding of human remains. If the remains are thought to be Native American, Health and Safety Code Section 7050.5 dictates that within 24 hours of the discovery, the Coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendant pursuant to Public Resources Code (PRC) Section 5097.98. Further provisions of PRC 5097.98 will also be followed as applicable. (FED, June 2017)

Construction Impacts. Before Caltrans begins their construction work, LACWD will install a temporary 16-inch bypass waterline within the temporary construction easement provided by Caltrans and remove the existing 16-inch watermain along Trancas Creek bridge. After Caltrans completes the bridge replacement work roughly 18 months later, LACWWD will install a new 18-inch watermain on the bridge and remove the above ground temporary 16-inch bypass line while abandoning in place the underground temp waterline. The temporary impacted area will be 1.5 acres for a TCE area, 63 cubic yards will be excavated, and a backfill amount of 40 cubic yards will occur. The type of construction equipment to be used are drill rigs (HDD), back hoes, boom trucks, two services trucks and knuckle booms. The construction duration will be from November 2020 to December 2020, for one month. Water diversion is not necessary.

Environmental Evaluation Personnel

Caltrans, District 7 Personnel

Ron Kosinski, Deputy District Director, Division of Environmental Planning

Robert Wang, Senior Environmental Planner

Liz Florence, Environmental Planner

Paul Caron, Senior District Biologist

Christopher Stevenson, Associate District Biologist

Environmental Determination

Analysis of the project's relationship to the surrounding environment, the final approved environmental document and its impacts, and the foregoing environmental reevaluation provide the basis for the following determinations:

a. The circumstances surrounding the project remain essentially the same as they were when the IS/EA was considered and approved.
b. The area's social, economic, and environmental setting remain essentially the same as when the IS/EA for the Trancas Creek Bridge project was written.
c. Therefore, there are no new significant environmental effects and no increase in the severity of previously identified significant effects and previously identified mitigation is adequate.

Ronald Kosinski

Date: April 6, 2020

Ronald Kosinski, Deputy District Director

Division of Environmental Planning

Caltrans, District 7