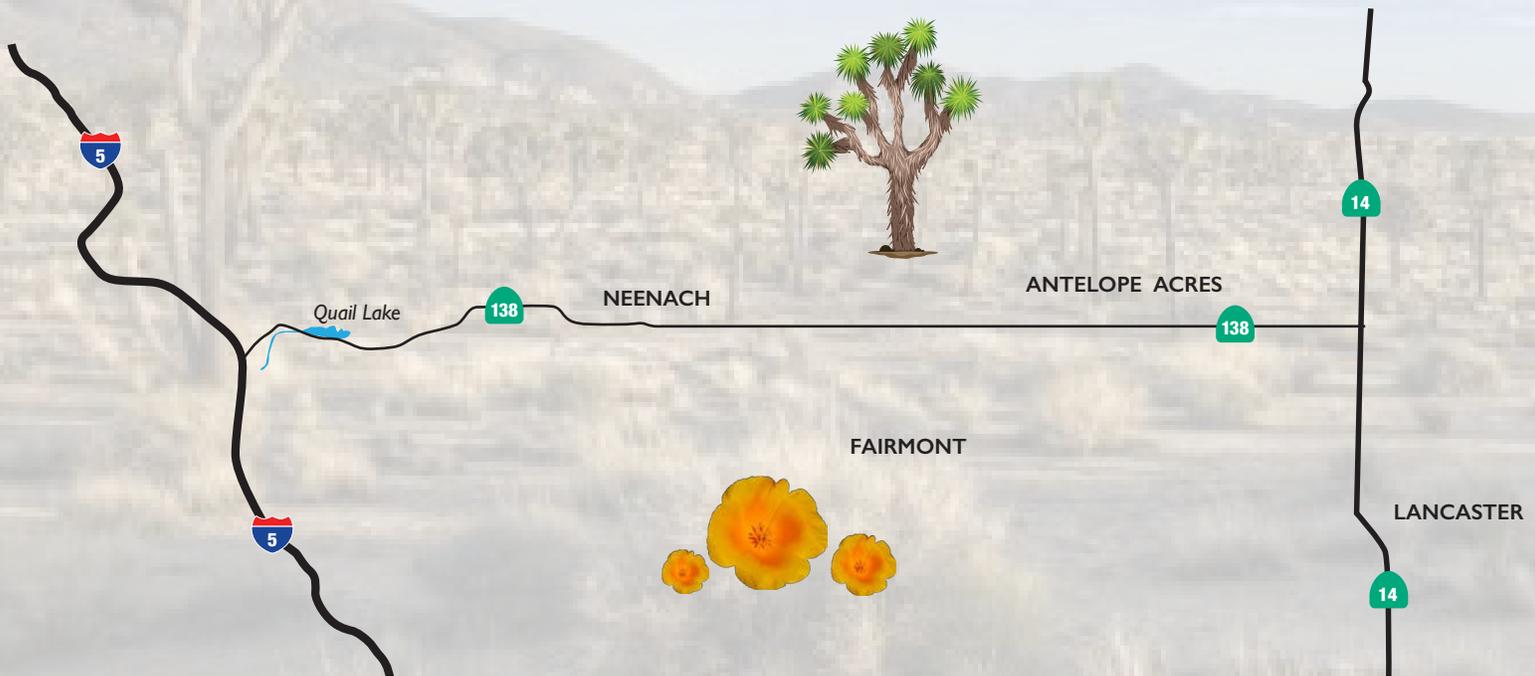


# Northwest State Route 138 Corridor Improvement Project

Los Angeles County, CA  
DISTRICT 7- LA- 138 (PM 0.0/36.8);  
DISTRICT 7- LA- 05 (PM 79.5/83.1);  
DISTRICT 7- LA- 14 (PM 73.4/74.4)  
265100/ 0700001816

## DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT and SECTION 4(f) EVALUATION



Prepared by the State of California Department of Transportation  
and the Los Angeles County Metropolitan Transportation Authority

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.



**Metro**

**July 2016**

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## APPENDIX A – CEQA CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES:</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## APPENDIX A – CEQA CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**V. CULTURAL RESOURCES:** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VI. GEOLOGY AND SOILS:** Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## APPENDIX A – CEQA CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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.

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

- 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?

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## APPENDIX A – CEQA CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 <b>IX. HYDROLOGY AND WATER QUALITY:</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## APPENDIX A – CEQA CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**X. LAND USE AND PLANNING:** Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**XI. MINERAL RESOURCES:** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. NOISE:** Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## APPENDIX A – CEQA CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XIII. POPULATION AND HOUSING:** Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XIV. 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## APPENDIX A – CEQA CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XV. RECREATION:</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. TRANSPORTATION/TRAFFIC:</b> Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVII. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## APPENDIX A – CEQA CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## APPENDIX B –SECTION 4(f)

### Summary

This appendix documents the project’s compliance with Section 4(f) of the US. Department of Transportation Act. It includes Section 4(f) Evaluation for one property (the Kinsey Mansion) and *de minimis* determinations for three Section 4(f) properties. It also includes a discussion about other resources evaluated in relation to the requirements of Section 4(f). The table and figures below summarize all Section 4(f) properties and use status.

Table S1: List of Section 4(f) properties and use status

	Name of Property	Type of Property	Alternative 1	Alternative 2	No Build
1	The Kinsey Mansion located south of Quail Lake at 34860 Lancaster Road	Historic	<i>Use</i>	<i>Use</i>	No use
2	Angeles Aqueduct (which intersects SR-138 near the community of Neenach, around 300m east of Three Points Road)	Historic	<i>De minimis impact</i>	<i>De minimis impact</i>	No use
3	The Big Creek East-West Transmission Line that intersects SR-138 below the Bailey Substation	Historic	<i>De minimis impact</i>	<i>De minimis impact</i>	No use
4	Big Creek Hydroelectric System Historic District	Historic	<i>De minimis impact</i>	<i>De minimis impact</i>	No use
5	The Bell Telephone and Telegraph Switching Station located southeast of Quail Lake along SR-138	Historic	No use	No use	No use
6	The Antelope-Magunden #2 Transmission Line that intersects SR-138 just east of 140th Street West	Historic	No use	No use	No use
7	Los Angeles Department of Water and Power Transmission Line	Historic	No use	No use	No use
8	Hungry Valley Off Road Vehicle Recreation Area (west of I-5 and SR-138 intersection)	Recreation	No use	No use	No use
9	Neenach Wildlife Sanctuary at 210 <sup>th</sup> Street, north of SR-138	Wildlife Refuge	No use	No use	No use
10	Desert and Mountain Conservation Authority Natural Reserve at SR-138 (south of) and 150 <sup>th</sup> Street	Wildlife Refuge	No use	No use	No use
11	The conservation parcel owned by the MRCA (Mountain Recreation and Conservation Authority) at SR-138 and 212 <sup>th</sup> Street, south of SR-138	Wildlife Refuge	No use	No use	No use
12, 13, 14	The conservation parcels owned by the MRCA (Mountain Recreation and Conservation Authority) in the vicinity of the project	Wildlife Refuge	No use	No use	No use

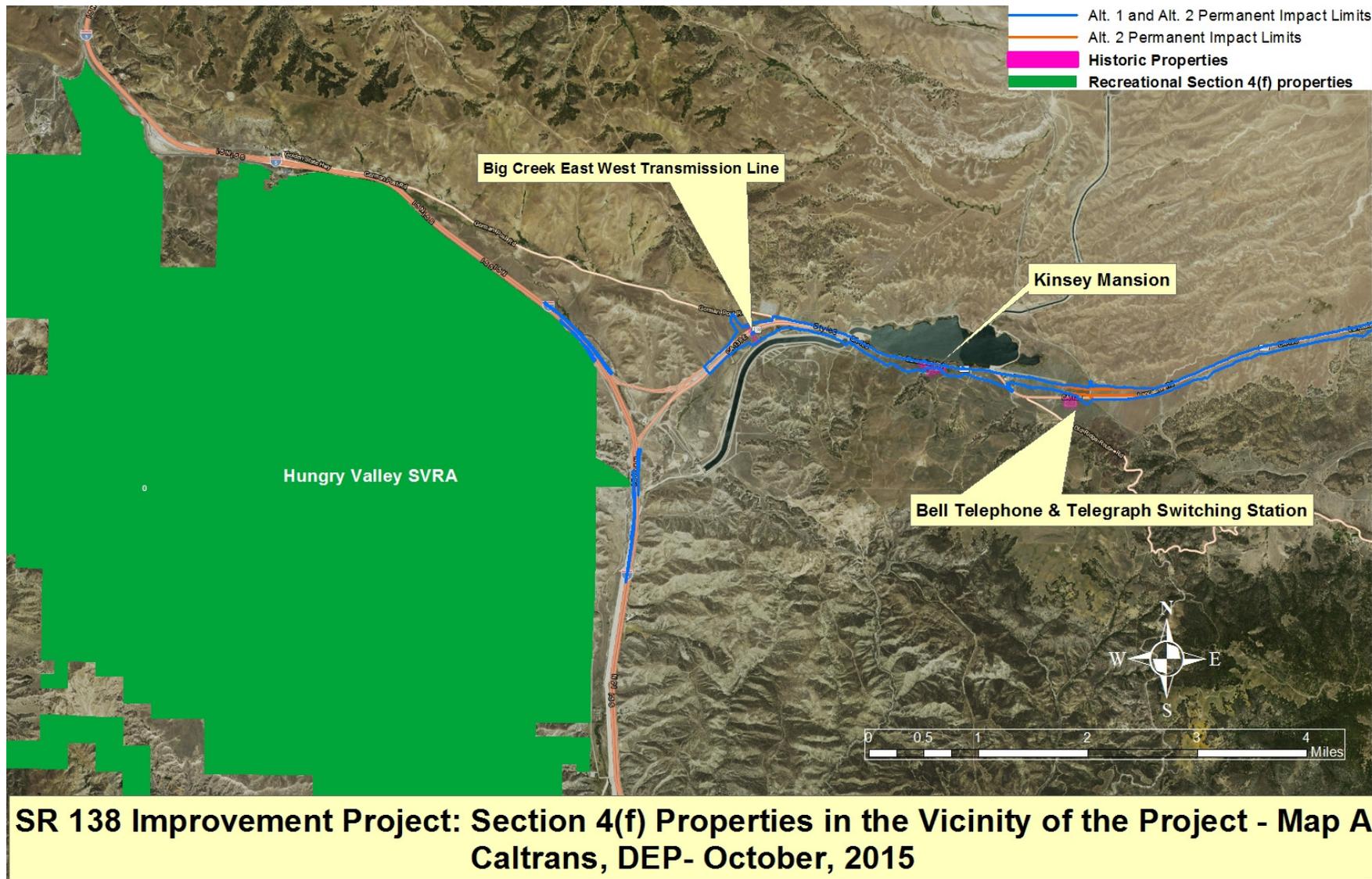
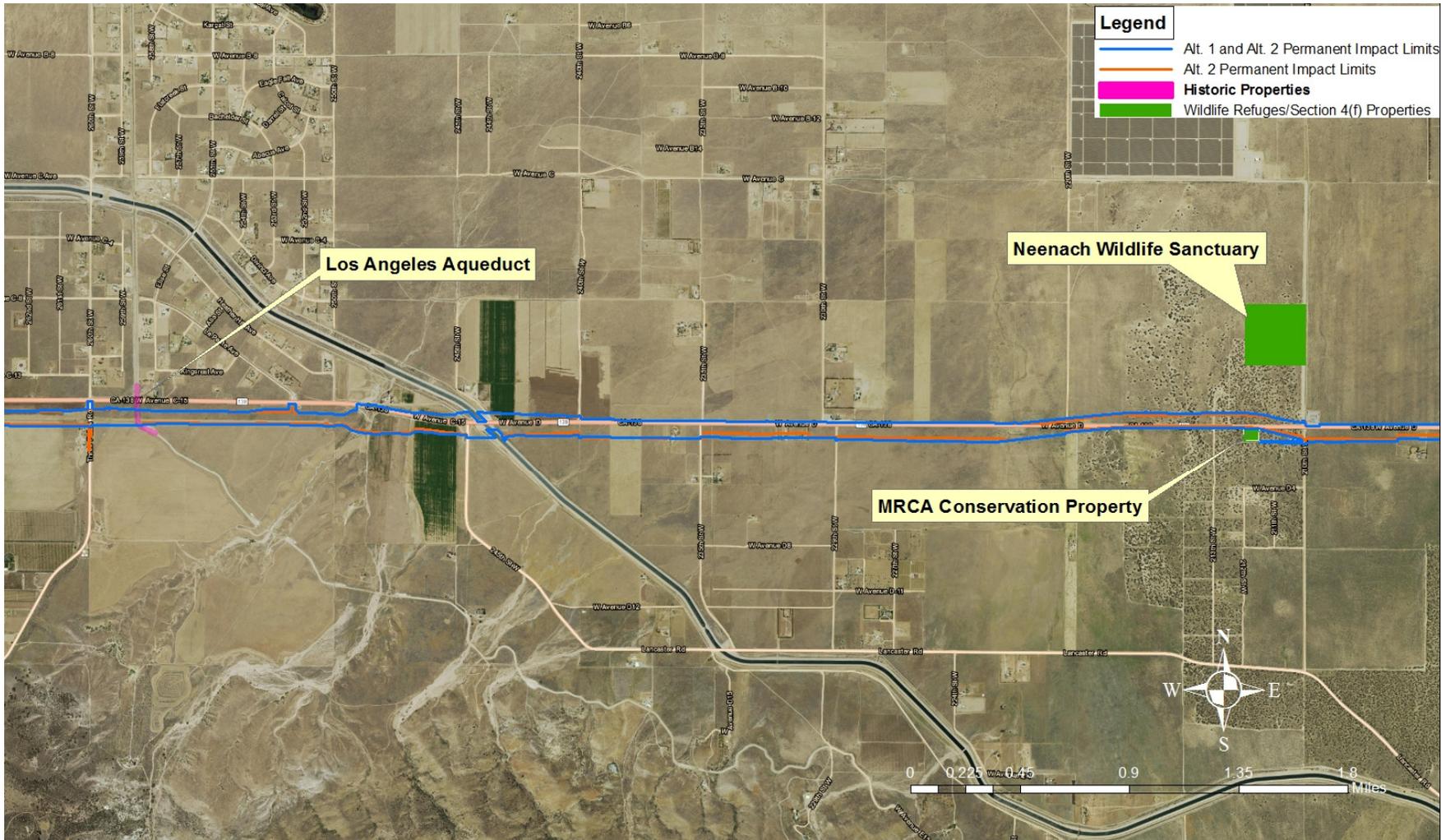


Figure S1: Section 4(f) Properties in the Vicinity of the Project – Map A



**SR 138 Improvement Project: Section 4(f) Properties in the Vicinity of the Project - Map B**  
Caltrans, DEP- October, 2015

Figure S2: Section 4(f) Properties in the Vicinity of the Project – Map B

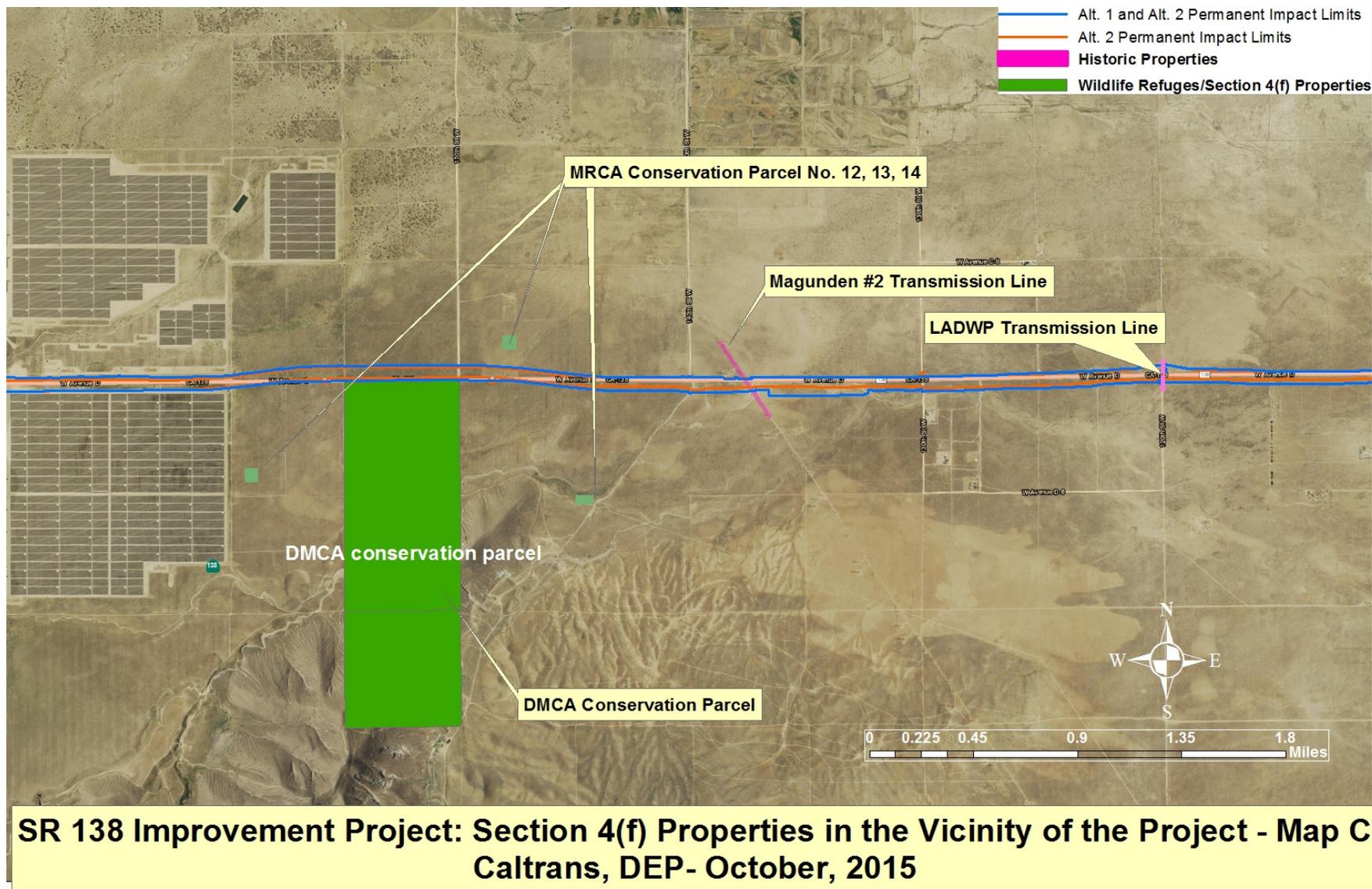


Figure S3: Section 4(f) Properties in the Vicinity of the Project – Map C

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## **B 1 -Section 4(f) Evaluation**

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.

This Section 4(f) Evaluation was completed using information from the Finding of Adverse Effect for the 138 NW Corridor Project (2015), Noise Study (2015), Visual Impact Assessment (2016), Natural Environmental Study (2016), Air Quality Study (2015), and Water Quality Study (2015).

### **1. Introduction**

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

### **2. Description of Proposed Project**

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), propose to widen and improve approximately 36.8 miles of State Route 138 (SR-138) between the Interstate 5 (I-5) interchange and the State Route 14 (SR-14) interchange.

The existing facility is a 2-lane highway that contributes to the local circulation network and provides an alternate route for east-west traffic in northwest (NW) Los Angeles County. The NW SR-138 Corridor Improvement Project (project) would widen SR-138 and provide operational and safety

improvements. The project corridor spans east-west approximately 36.8 miles (Post Mile [PM] 0.0 to PM 36.8) in the NW portion of Los Angeles County, just south of the Kern County border.

### PROJECT DESCRIPTION

This section describes the proposed action and the project alternatives that were developed to achieve the identified purpose and need of the project while avoiding or minimizing environmental impacts. The alternatives are the No Build Alternative, Alternative 1 (Freeway/Expressway) with or without a design option for a bypass around Antelope Acres, and Alternative 2 (Expressway/ Conventional Highway).

SR-138 is an undivided 2-lane highway that travels from I-5 around the south side of Quail Lake and east to SR-14. SR-138 is not a controlled-access facility; access and egress points include at-grade intersections with paved and unpaved roads and driveways. The existing roadway consists of two 12-foot lanes with variable shoulders ranging from 2- to 4-foot paved to 8 foot unpaved non-standard shoulders.

The purpose of the project is to improve mobility and operations in northwest Los Angeles County, enhance safety within the SR-38 Corridor based on current and future projected traffic conditions, and accommodate foreseeable increases in travel and goods movement within northern Los Angeles County.

The need for the proposed project is derived from foreseeable increases in travel demand that would exceed the current capacity of SR-138 and higher than average state-wide fatal accident rates at several locations.

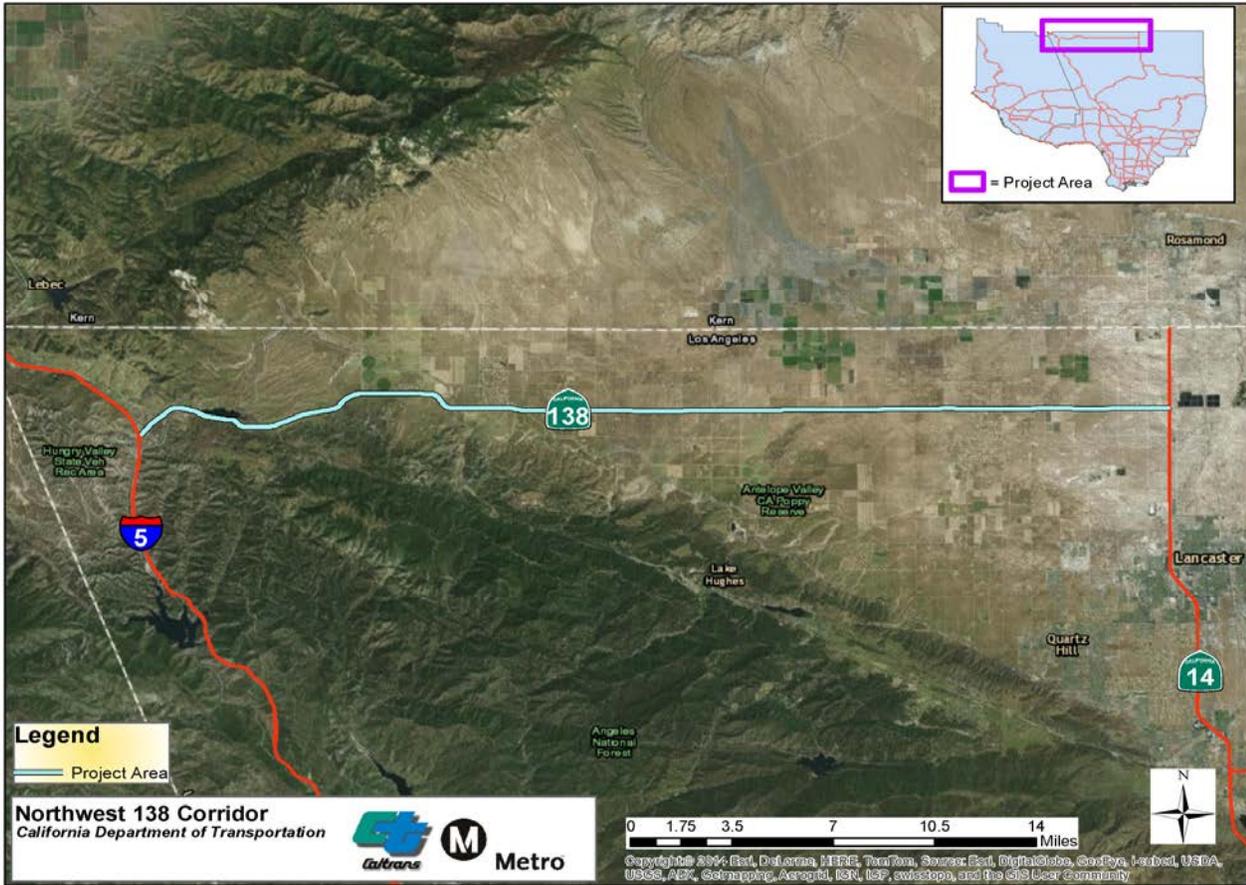


Figure 1. Project location

## 2.1. Project Purpose and Need

The purpose of the project is to improve mobility and operations in northwest Los Angeles County; enhance safety within the SR-138 Corridor; and accommodate foreseeable increases in travel and goods movement within northern Los Angeles County.

The project is needed to improve mobility and operations on SR-138 and in NW Los Angeles County and enhance safety within the SR-138 Corridor based on current and future projected traffic conditions.

The project would accommodate foreseeable increases in travel and goods movement within northern Los Angeles County. In the coming decades, NW Los Angeles County is anticipated to experience large-scale growth and economic activity, which is projected to generate traffic volumes that would exceed the capacity of the existing facility. In addition, the existing corridor has limited passing opportunities, steeper grades with slower moving vehicles, limited or no paved shoulders, utility poles within the roadway right-of-way, unlimited access to the roadway from adjoining parcels, and a lack of intersection channelization that allows traffic to turn outside of through traffic lanes. Furthermore, fatal accident rates are much higher than the state average.

Please see Chapter 1: Purpose and Need, of the Draft EIR/EIS for additional information.

## **2.2. Project Alternatives**

There are three alternatives under the proposed project and they are the following: 1.) No Build Alternative 2.) Build Alternative 1 (Freeway / Expressway) with a design option for a Bypass around Antelope Acres, and 3.) Build Alternative 2 (Expressway / Limited Access Conventional Highway). These alternatives are described in detail below.

### ALTERNATIVES

#### **NO- BUILD ALTERNATIVE**

Implementation of the No-Build Alternative would maintain the existing configuration of SR-138 and would not result in improvements to the route. However, additional residential, commercial, and interregional development is anticipated to occur in Antelope Valley in the future. With Los Angeles to the southeast and Bakersfield to the northwest, this area is poised for large-scale growth, which is anticipated to result in increased traffic demands beyond the capacity of the existing system (Caltrans, 2008).

The No-Build Alternative would not accommodate the projected population growth or expected substantial increase in goods movement truck traffic in Northern Los Angeles County and the existing corridor would not be improved. As discussed in the Project Study Report/ Project Development Study (PSR/PDS), the existing SR-138 corridor is projected to degrade and operate consistently at a Level of Service (LOS) E and F for 2040 conditions (Caltrans, 2008). The No-Build Alternative could result in indirect impacts on air quality, mobility, safety, and the economy within Northern Los Angeles County. There would be increased maintenance costs to maintain the route without any other improvements.

#### **BUILD ALTERNATIVE 1 | Freeway – Expressway**

Alternative 1 (Freeway/Expressway) would include a 6-lane freeway from the I-5 interchange connector ramps to County Road 300th Street West, and a 4-lane expressway from County Road 300th Street West to the SR-14 interchange generally following the existing alignment of SR-138. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections and structure over the SR-14. Study limits on I-5 are from PM 79.5 to PM 83.1 and on SR -14 the limits are from PM 73.4 to PM 74.4.

#### **BUILD ALTERNATIVE 1 WITH DESIGN OPTION | Antelope Acres Bypass**

Antelope Acres Bypass. There is a design option with this alternative to include a bypass route around the Antelope Acres community. This option was developed to reduce the impacts to the existing residences of Antelope Acres due to the proposed four-lane expressway along the existing alignment of SR-138. The alignment would bypass the community to the north along West Avenue C and going from west to east, the alignment would begin to deviate from the existing SR-138 near 100th Street West and continue in a northeasterly direction towards West Avenue C. After paralleling West Avenue C for approximately one mile, the alignment would

continue in a southeasterly direction back towards the existing SR-138, and eventually join the existing SR-138 near 70th Street West. The existing highway would be relinquished to the County as a local roadway between 100th Street West and 70th Street West, with additional speed reduction measures proposed to reduce cut-through traffic.

#### **BUILD ALTERNATIVE 2| Expressway – Conventional Highway**

Alternative 2 (Expressway/Highway) would include a 6-lane freeway from the I-5 interchange connector ramps to Gorman Post Road, a 6-lane expressway from the Gorman Post Road interchange to County Road 300th Street West, a 4-lane expressway from 300th Street West to County Road 240th Street West, and a 4-lane limited access Conventional Highway from County Road 240th Street West to the SR-14 interchange, generally following the existing alignment of SR-138. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections and the structure over the SR-14. The study limits on these connectors would be the same as Alternative 1; on I-5 from PM 79.5 to PM 83.1 and on SR -14 the limits are from PM 73.4 to PM 74.4.

For Alternative 1 (with or without the Antelope Acres Bypass design option), and Alternative 2, new overcrossings would also be considered at various intersections with local roads including 60th Street West, 90th Street West, 110th Street West, 170th Street West, 190th Street West, 210th Street West, and Three Points Road to enhance traffic safety and improve local vehicular, pedestrian and bicycle circulation.

#### **Common design features of Alternatives 1 and Alternative 2 are:**

- The improvement of three non-standard curve locations on the existing alignment to 80 miles per hour (mph) design speed;
- Utility pole relocations would be required throughout the corridor and new easements would be required for maintenance access;
- Relocations of existing and proposed Southern California Edison (SCE) and Los Angeles Department of Water and Power (LADWP) high voltage transmission lines may be required at four or more locations;
- Improvements to both the I-5 and SR-14 interchange connections to improve the existing ramps;
- Use of existing roadway as a local frontage road in areas where the proposed alignment deviates from the existing alignment to provide local circulation or to maintain current parcel access. The existing highway would be relinquished to the County as a local roadway;
- Two existing bridges at the I-5/SR-138 separation for the SB connections (Bridge #53-1798 L and R) within the project area have non-standard vertical clearance. No improvements are proposed;
- Existing drainage system along the corridor would be modified and replaced as needed to be compatible with the proposed facility. Cross culverts with sufficient capacity would be installed at various locations to allow for passage of the 100-year storm event without overtopping the roadway.
- Alignment options that reduce impacts to Quail Lake. This includes the elimination of the standard median and use of a barrier to reduce the impacts to a historic property and hillside adjacent to Quail Lake;

- Existing bicycle and pedestrian facilities would be maintained and/or enhanced. The existing bicycle routes south of SR-138 and east of 245<sup>th</sup> Street West would continue to be utilized. These routes follow parallel County Roads. Between 300<sup>th</sup> Street West and 245<sup>th</sup> Street West, bicycle access would be provided by utilizing the existing SR-138 roadway which would be replaced by the proposed alignment south of the existing. Further west, the new access road proposed along the overhead utility corridor between the Cement Plant Road and 300<sup>th</sup> Street West would accommodate bicycle access. To maintain the continuity of the bike routes within the western project limits, a bicycle path is proposed along the access road between the highway and Quail Lake outside of Caltrans R/W.
- Traffic Management Plans (TMP) would be developed during final design;
- Maintenance vehicle pullout locations and other considerations would be coordinated with Caltrans Maintenance staff;
- Construction staging would require that one lane of traffic in each direction be open to the public at all times. The anticipated construction staging would allow construction of new lanes adjacent to the existing lanes (either north or south of the existing roadway), allowing traffic to continue to use the existing lanes during construction. Then traffic would be allowed to use the new lanes during the construction of the remaining lanes over the existing roadway; and
- Vegetation removal within the SR-138 corridor would likely be required to complete the project. Dust control measures would be implemented.

For more information about the project description, see the EIR/EIS, Chapter 2.

### **2.3 Alternatives considered but eliminated from further discussion**

As part of the previous studies, the following alternatives were considered and rejected from further consideration:

- The Transportation System Management (TSM) Alternative was developed to strategize improvements to the facility without major changes to the overall capacity. This alternative had improvements to the vertical and horizontal roadway alignment in areas that are currently non-standard, shoulder widening, localized intersection improvements, and additional lanes to improve safety and traffic flow at focused areas. Upgrades to signage and lighting were also evaluated to improve safety and operations.
- The TSM Alternative was studied and evaluated in all of the technical studies for the proposed project but does not meet the purpose and need of the project. As a stand-alone alternative it could not improve mobility and operations, enhance safety within the SR-138 Corridor, and accommodate foreseeable increases in travel and goods movement within northern Los Angeles County. However, it could be implemented as an early phase to Alternative 1 to improve safety and assist in the short-term goals of the overall project.
- A six-lane freeway proposal from I-5 to SR-14 was previously considered based upon the findings from travel demand forecasts completed as part of this study. However, research suggests that a six-lane facility is not required east of 300<sup>th</sup> Street West, and such findings are consistent with what was previously studied and recommended as part of the 2004

NCCHCS Study and subsequent 2008 PSR (PDS). The Freeway was also not warranted east of 300<sup>th</sup> Street West as limiting the access to interchange locations would require significant interchange construction to provide freeway access along the entire corridor. An expressway type facility provided the flexibility of providing access without having to construct full freeway interchange access and was more consistent with the types of access required east of 300<sup>th</sup> Street West. This option was removed from future consideration.

- An alignment option was requested through stakeholder meetings to go to the north of Quail Lake. Although this would provide more room for the full six-lane divided facility, it had significant environmental issues. This alternative was shown to cross sensitive habitat and considered undesirable from an environmental impact standpoint. It would have major impacts to the Quail Lake drainage shed along the northern portion of the lake. Furthermore, its configuration posed access challenges for property owners such as the State Department of Water Resources to Quail Lake and the California Aqueduct System. Crossing the aqueduct would require a very large and costly structure similar to the one that was built for the existing Cement Plant Road. For these reasons, this alternative was removed from further consideration.
- During the PSR (PDS) alignment studies, an alternative to move the road further south around Quail Lake was considered. This was an attempt to avoid impacting a historic resource (Kinsey Mansion) immediately adjacent to Quail Lake. This alternative required significant earthwork and impacted the existing hillside just south of the lake. The impacts and costs for this alignment option was too significant to consider further. For this reason, this alternative was removed from further consideration.
- Alignment along the Ridge Route was studied briefly in the PSR (PDS) as well as during the initial review of possible alignments of this current study. The Ridge Route is a very physically constrained alignment that runs along mountainous terrain and has significant limitation when compared to the current alignment of the existing SR-138. Major earthwork would be needed to provide a similar high capacity alignment alternative. Significant alignment design exceptions would be required and these would be considered inferior to the existing alignment due to cost, impacts, and limited access to the facility. Due to these impacts and associated challenges, this alignment alternative was also removed from further consideration.
- The Median Rail Alternative was also considered at one point which included passenger rail service along the SR-138 corridor between I-5 and SR-14. The Median Rail Alternative would be incorporated into the Build Alternative 1 between SR-14 and 300th Street West by preserving an 86-foot wide median for future roadway widening or passenger rail service. However, between 300th Street West and I-5, this Median Rail Alternative was eliminated and a narrower 22-foot wide median was proposed instead to avoid impacting the West Branch of the California Aqueduct, as well as preventing a full take of a historic structure and extensive grading along the hillsides south of Quail Lake.
- The Full- Viaduct Option over the south side of Quail Lake was considered specifically to avoid the use of the historic mansion as Section 4(f) property. It is also a variation of Build Alternatives 1 and 2. In this option the proposed alignment would be placed north of the existing

SR-138. This would require the proposed build alternatives to be placed on two separate 58 feet wide mile-long viaduct structures spaced 40 feet from each other over the south side of Quail Lake. By placing the roadway on mile-long viaducts, this alignment configuration presents major longitudinal and cost impacts. This alternative's estimated construction cost would be an additional \$165 million and would have the potential to permanently impact wetlands along the south side of the lake. Additionally, this alternative would require additional right-of-way (ROW) acquisition from the Department of Water Resources (DWR), which is not anticipated to be accepted by the DWR. This alternative, therefore, was eliminated from further consideration due to the multiple factors outlined above.

- The Half-Viaduct Option north of the existing highway is a variation of Build Alternatives 1 and 2 and partially over Quail Lake. This option was considered specifically to minimize the impact to the historic mansion while reducing the impact on Quail Lake and its surrounding wetland as would happen with the Full-Viaduct Option. At the Quail Lake location, this alignment would use the existing highway for the eastbound travel lanes and widen the westbound travel lanes. Such a configuration would require the westbound travel lanes to be placed on a mile-long viaduct structure over the south side of the lake. This alternative would cost an additional \$80 million to construct and impact a total of more than 5 acres of wetland. Furthermore, the alignment would also eliminate DWR's current access along the lake frontage and would hamper their maintenance operations and overall access to the lake and aqueduct. This alternative would require Department of Water Resources (DWR) right of way along and on Quail Lake which is not expected to be accepted by DWR. In addition, this alternative would require relocation of overhead utilities from the north to the south side of the road in front of the Kinsey Mansion. Such an undertaking would require an access easements that could be combined with the Kinsey Mansion access driveway and would be south of the existing highway and on the Kinsey Mansion parcel. Because of the multiple factors outlined above this alternative was eliminated from further consideration.

## **2. Description of Section 4(f) Properties**

The Section 4(f) property being evaluated in this document is the historic Kinsey Mansion. The Kinsey Mansion is privately owned and is located south of Quail Lake at 34860 Lancaster Road within the APE. The property faces north overlooking a vast front lawn and consists of ornamentation and statues, a white picket fence, and views of Quail Lake. Access to the property is from a personal driveway with two-point access to SR-138, secured behind fencing and gates.

The Kinsey Mansion was found eligible for inclusion on the National Register at the local level of significance under Criterion C with a period of significance equal to its construction date of 1946. The Kinsey Mansion is eligible under Criterion C because it is as an excellent high-style example of Neoclassical architecture in Los Angeles County. In addition, the Kinsey Mansion retains sufficient integrity to convey that significance. SHPO has concurred on the eligibility for the National Register of this property.

Contributing elements to the Kinsey Mansion include its massing, Georgian-style pediment over the door, Chinese Chippendale railing on the roofline façade, side wing, full-façade porch, and classical columns along the porch façade. In addition, the mansion is a rare example of Neoclassical

architecture in the desert area of Los Angeles County. The large front yard that includes decorations, lawn ornamentation, statues, and other iconic features contributes to the feeling and setting of the mansion. Contributing elements to the significance of the Kinsey Mansion property include the mansion building at the southern end of the property and the front lawn bounded by a driveway on both the eastern and western ends of the lawn and a white picket fence on the northern end, adjacent to SR-138 (Figure 2). Non-contributing elements include the detached garage in the rear of the property and the two smaller residential buildings east of the mansion, but within the same parcel and property. These buildings are not related in construction dates or architectural influences. For more information about this property please see the Cultural Section of the DEIS/EIR.



Figure 2: Kinsey Mansion

### 3. Impacts on Section 4(f) Property

#### Land incorporation/Section 4(f) use:

Build Alternatives 1 and 2 each propose to construct a new alignment for SR-138 which would impact the front lawn of the Kinsey Mansion property. The State of California would purchase approximately 4 acres from this historic property as transportation ROW. The main building and side building would not be impacted. However, many of the Mansion's Neoclassical eclectic design-defining features such as the white picket fence and large half-circle private driveway, as well as the iconic lawn ornamentation would be cleared. Therefore, under both of these Build alternatives, land from this historic property would be permanently incorporated into the proposed transportation facility-SR 138

(Figure 3). This would constitute a use under Section 4(f) and would result in an adverse effect on the Kinsey Mansion under Section 106.

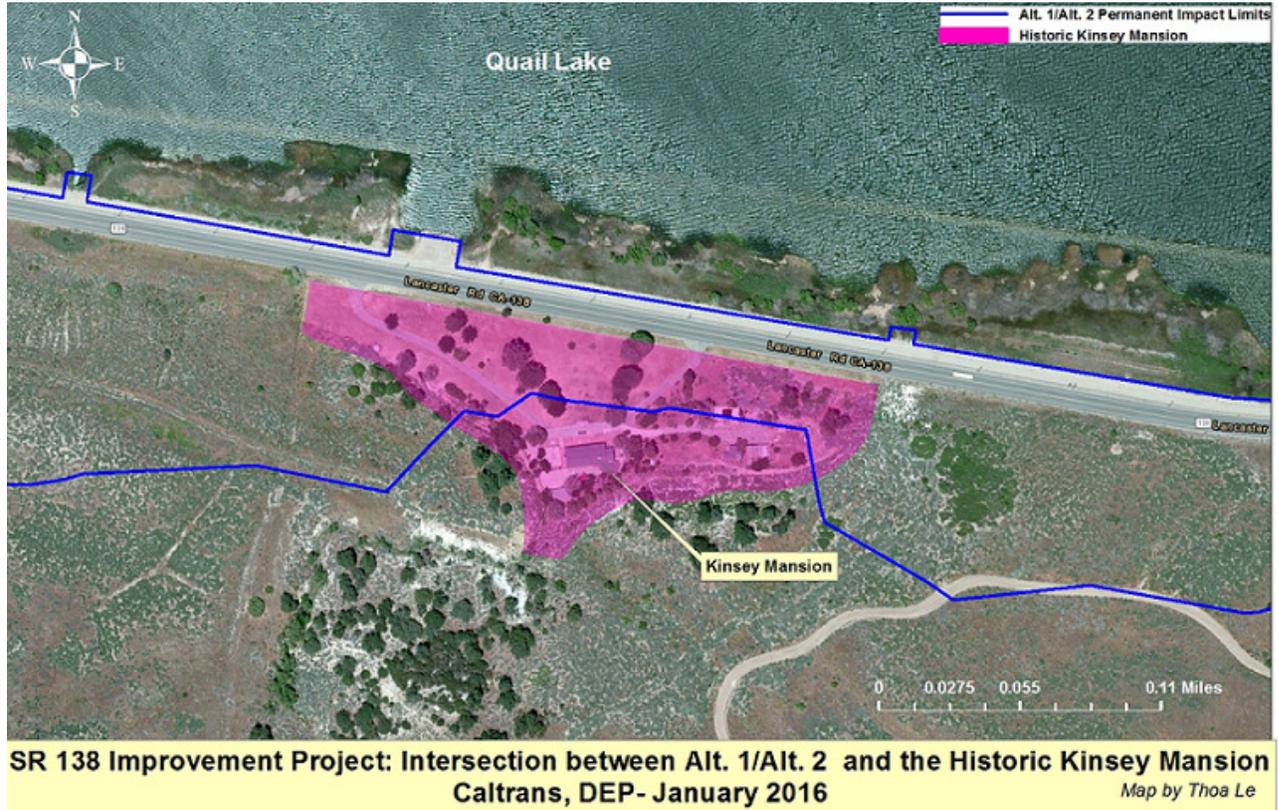


Figure 3: Relationship between Alternative 1, Alternative 2, and the historic Kinsey Mansion (Alt. 1 and Alt. 2 overlap each other at this location)

*Under the No Build Alternative:* The Kinsey Mansion would remain fully intact with views of Quail Lake. There would be no adverse effect to the Kinsey Mansion with this alternative. Therefore, there would be no use of this property under Section 4(f).

### Accessibility

Under Build Alternatives 1 and 2, the original access to the property directly from SR-138 would be eliminated. The project proposes to provide access to the house by placing a frontage driveway along Caltrans ROW to the Gorman Post Road interchange.

Under the No Build Alternative, no new alignment, features or construction activities are proposed at this location. No change or impact to mansion access would occur.

## Visual

### *Under Build Alternatives 1 and 2:*

Residents of the mansion would experience a visual impact. Due to the physical widening of SR-138, the white picket fence would be removed and approximately half of the mansion's front yard would be taken. A low retaining wall would be installed to hold back the slope and a frontage road would be created to provide access for residents of the mansion. Several mature non-native trees would be removed and would provide a greater view of Quail Lake and the new highway corridor. The presence and view of the highway would be increased both through proximity and increased size of the facility, as well as the loss of trees blocking that portion of the view. For viewers, motorists, and other travelers along the newly constructed corridor, the view of the mansion would be altered with the removal of trees, removal or relocation of some lawn ornaments or artifacts, and closer proximity of the eastbound highway lanes to the mansion itself. The mansion would be seen in a smaller yard, but set off by being apparently raised up on the retaining wall - the height would not be changed, but there would be a psychological or optical effect. Although the mansion would be closer to eastbound traffic, this effect of being raised up by the retaining wall would serve as a kind of mitigation trading one type of distance for another. Overall the visual impact at this location is moderate. It should also be noted that the modified setting of the mansion would be sufficient to convey the character defining features of the historic resource, therefore the visual changes would not contribute to an adverse effect under Section 106.

Mitigation measures include treating the retaining wall with a rustic rock finish and installation of fencing visually similar to the original fencing, as well as planting trees in the front yard per coordination with the property owner. These measures would reduce the impact of the proposed changes and could increase the visual vividness of the resource.

Under the *No build Alternative*, no new alignment, features or construction activities are proposed at this location. No change or impact in the view of or from the Mansion would occur.

## Noise

Under *Build Alternatives 1 and 2*: Based on the results from the Noise Study Report, the noise level is expected to increase by 12.3 dBA at the Kinsey Mansion. A soundwall was considered for noise abatement at the edge of shoulder along eastbound SR-138, between Gorman Post Road and Cement Plant Road in front of the historic Kinsey Mansion. However, feasible and reasonable analysis for this sound wall concludes that this sound wall is not reasonable to construct. Therefore, this sound wall would not be included in the project based on 23CFR772;

Under the *No build Alternative*: There would be no increase in noise level at this location. Therefore, no noise impact to the mansion would be expected.

## Air Quality

The Air Quality Impact Study concludes that no federal violation would result from the implementation of these alternatives; therefore, there would be no adverse permanent air quality impacts to the Kinsey Mansion.

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, measures AQ-1 to AQ-6 (see Section 3.6, Construction Impact, Air Quality, of the EIR/EIS for more details) would substantially reduce the short-term air quality impacts during construction of these alternatives, ensuring compliance with air quality regulations and minimizing air quality impacts to the mansion during project construction.

#### Vegetation and Water Quality

The results of the Biological studies show that some trees and vegetation on the mansion property would be removed as part of project construction. Such vegetation includes developed scrub oak chaparral, rubber rabbitbrush scrub, non-native species and ornamental trees. Some of the vegetation provide foraging habitat for select species of birds and raptors, which include sensitive species. However, there is very low potential for these species to occur within the impacted area and the proposed clearing and removal limits would not destroy or modify designated critical habitat.

Due to the foraging habitat provided by these plant communities, Caltrans would provide a qualified biologist on-site to implement avoidance and minimization measures during construction. See the Measures to Minimize Harms Section below for more information about these measures.

No water quality impacts to the mansion would be expected as the result of the project.

## **4. Avoidance Alternatives**

Alternatives to the use of Section 4(f) property have been evaluated. These alternatives are discussed below.

### **4.1. Alternatives that would not require the use of any section 4(f) property**

According to the FHWA's Section 4(f) Policy Paper, an avoidance alternative is an alternative that would avoid any use of Section 4(f) property. Below is the discussion of the alternatives that would not require the use of any Section 4(f) property.

23 CFR 774.17 set forth six factors to consider when determining whether an alternative is prudent. 23 CFR 774.17 (3) specifies that an alternative is not prudent if:

- (i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
- (ii) It results in unacceptable safety or operational problems;
- (iii) After reasonable mitigation, it still causes:
  - (A) Severe social, economic, or environmental impacts;
  - (B) Severe disruption to established communities;
  - (C) Severe disproportionate impacts to minority or low income populations; or
  - (D) Severe impacts to environmental resources protected under other Federal statutes;
- (iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

- (v) It causes other unique problems or unusual factors; or
- (vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

### No-Build Alternative

The No-Build Alternative would maintain the existing configuration of SR-138. It would not involve any improvements to SR-138. The No-Build Alternative would not accommodate the projected population growth or expected substantial increases in goods movement truck traffic in Northern Los Angeles County. Unnecessary vehicle and truck trips would continue through urbanized areas and congested urban freeways in the Los Angeles basin. Existing operational and safety design features of the corridor would not be improved. No regional transportation system accessibility would be achieved. Thus the No-Build Alternative would not meet the purpose and need of the project based on (3)(i) and (3)(ii). Therefore the No Build Project is not feasible and prudent.

### Transportation System Management Alternative

A stand-alone Transportation System Management (TSM) Alternative would include improvements to the vertical and horizontal roadway alignment in areas that are currently non-standard, shoulder widening, intersection improvements, and additional lanes to improve safety and traffic flow at focused areas. Upgrades to signage and lighting were also evaluated to improve safety and operations. Limited relocation of utility poles and other subsurface utilities is anticipated at the proposed curve correction area. Minor utility relocation and adjustment may be required throughout the corridor. The existing drainage system would be modified to be compatible with the proposed shoulder widening and lane additions at intersections.

This alternative would avoid all Section 4(f) properties. It would not involve the use of the historic Kinsey Mansion, Los Angeles Aqueduct, or transmission lines.

However, as discussed below this alternative would not fully meet the purpose and need of the project. As a stand-alone alternative it could not improve mobility and operations, enhance safety within the SR-138 Corridor, and accommodate foreseeable increases in travel and goods movement within northern Los Angeles County.

- **Mobility:** The TSM Alternative would only partially address the need for improved mobility within the corridor because vehicular traffic would still travel on a 2-way rural highway with nonstandard roadway features. Under current conditions, motorists' mobility would be challenged by speed limit changes, traffic signal- and stop-controlled intersections, and direct-access points (e.g., driveways and local roadways) that impede traffic flow.
- **Level of Service and Congestion:** The TSM Alternative would not adequately address systemic conditions that would contribute to future traffic congestion.

- **Safety:** The TSM Alternative would not address the need for improved safety and reliability across the entire corridor. The current accident rates would continue at the localized “hot-spots”.
- **Regional Transportation System Accessibility:** The TSM Alternative would not achieve a high level of accessibility to the regional transportation system because it would rely on the existing limited route across the region.

Based on the 23 CFR 774.17, the TSM Alternative would: i/ Compromises the project so that it is unreasonable given the purpose and need, and ii/ Results in unacceptable safety or operational problems. Therefore, the TSM Alternative would not be feasible and prudent.

Any other build alternatives would encroach into existing Section 4(f) property such as the historic Los Angeles Aqueduct and would require permanent ROW acquisition for transportation purposes. This would be considered a Section 4(f) use. Therefore, there is no other feasible and prudent avoidance alternative for the project.

#### **4.2. Alternative options that would avoid the use of individual Kinsey Mansion property**

FHWA’s Section 4(f) Policy paper specifies that “even if all of the alternatives use a Section 4(f) property, there is still a duty to try to avoid the individual Section 4(f) properties within each alternative.” The Policy Paper also states that “If Section 4(f) avoidance alternatives were eliminated during the earlier phases of project development for reasons unrelated to Section 4(f) impacts or a failure to meet the project purpose and need, they may need to be reconsidered in the Section 4(f) process. In addition, it is often necessary to develop and analyze new alternatives, or new variations of alternatives rejected for non-Section 4(f) reasons during the earlier phases.” Design Options to avoid Individual Section 4(f) - The historic Kinsey Mansion were therefore considered. Below is the summary of this consideration.

Two project design options that were previously rejected were reconsidered. In addition, a new option was considered in an attempt to avoid using the individual historic mansion. The three alternative options are the following: 1.) Alternative Option North of the Quail Lake 2.) Alternative Option South of the Kinsey Mansion and 3.) Full Viaduct Alternative Option over the south side of Quail Lake.

##### Alternative Option North of Quail Lake

This option (Figure 4) was considered during the early planning (PID stage) and was rejected from further consideration. It was reconsidered in an attempt to avoid the use of the historic mansion under Section 4(f). This option is a variation of Alternative 1 and 2. Under this option, the six-lane facility is moved to the Northside of Quail Lake. There would be a structure crossing the California Aqueduct north of the lake.

Although this option would provide more room for the full six-lane divided facility, it has environmental issues. Major impacts to the Quail Lake watershed along the northern portion of the lake have been identified, as well as access challenges for affected surrounding properties which include Quail Lake and California Aqueduct. Furthermore, such a design poses an engineering

challenge as the placement of a roadway adjacent to the Lake and the crossing through the California Aqueduct would require a very large, costly structure similar to the one that was built for the Cement Plant Road. Such large physical features crossing sensitive habitat would impede wildlife movement. These would be severe impacts to environmental resources protected under other federal statutes and would involve paragraphs (iii) (A) and (D) of 23 CFR 774.17 (3), which specify that (iii) After reasonable mitigation, it still causes:

(A) Severe social, economic, or environmental impacts;

(D) Severe impacts to environmental resources protected under other Federal statutes;

Furthermore, this alternative would cost an additional \$44 million to construct and would require significant mitigation to lessen the environmental impacts. This would involve paragraph (iv) of 23 CFR 774.17 (3) which specifies that:

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

This alternative, therefore, was considered not feasible and prudent, and eliminated from further consideration based on 23 CFR 774.17 (3) (vi) as it involves multiple factors in 23 CFR 774.17 (3)(i) through (3)(v), that cumulatively cause unique problems or impacts of extraordinary magnitude.

#### Alternative Option South of Kinsey Mansion

This option (Figure 4) was considered during the early planning (PID stage) and was rejected for further consideration. It is reconsidered in an attempt to avoid the use of the historic mansion under Section 4(f). This option is a variation of Alternative 1 and 2 in which the six-lane facility is moved further to the south to avoid the Kinsey Mansion and Quail Lake altogether.

The hillside south of the lake is designated as Significant Ecological Area per Los Angeles County Department of Regional Planning. The construction of a new roadway and associated drainages along this hillside would create a barrier to wildlife movement, jeopardize slope stability, disturb groundwater quality, and threaten the health of the surrounding wetlands. These would involve paragraphs (iii) (A) and (D) of 23 CFR 774.17 (3), which specify that (iii) After reasonable mitigation, it still causes:

(A) Severe social, economic, or environmental impacts;

(D) Severe impacts to environmental resources protected under other Federal statutes;

Furthermore, from an engineering standpoint, the existing topography presents significant vertical alignment challenges for this option to be considered. In order to provide longitudinal grades equal or less than the allowed maximum of 6%, the proposed cutting and filling of the hillside would extend more than 50 feet in height. Such a proposed vertical alignment would result in significant earthwork and would cost an additional \$20 million to construct and would be required to provide considerable environmental mitigation measures. This would involve paragraphs (iv) and (v) of 23 CFR 774.17 (3) which state:

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors;

This alternative, therefore, was considered not feasible and prudent, and eliminated from further consideration based on 23 CFR 774.17 (3) (vi) as it involves multiple factors in 23 CFR 774.17 (3)(i) through (3)(v), that cumulatively cause unique problems or impacts of extraordinary magnitude.

Full Viaduct Alternative Option over the south side of Quail Lake

This option (Figure 4) was considered specifically to avoid the use of the historic mansion as the Section 4(f) property. It is also a variation of the Alternative 1 and Alternative 2. Under this option, eastbound and westbound travel lanes would be placed on two separate 58-foot wide mile-long viaduct structures over the south side of Quail Lake spaced 40 feet from each other.

This alignment configuration however presents major longitudinal impacts to Quail Lake and thus would cause a unique problem. This narrow corridor between Kinsey Mansion and Quail Lake is a wetland and placing the roadway on mile-long viaducts would encroach upon this sensitive habitat. Permanent ROW acquisition would be required from the Department of Water Resources, and considering the biological sensitivity of the land, it is very unlikely they would permit land for this specific configuration. This would involve paragraph (v) of 23 CFR 774.17 (3) which is that (v) It causes other unique problems or unusual factors; In addition, it is estimated that the mile-long viaducts would cost an additional \$165 million to construct and pose a high risk of endangering existing wetland health. These would involve paragraphs (iii) (A) and (D) and paragraph (iv) of 23 CFR 774.17 (3), which are:

(iii) After reasonable mitigation, it still causes:

(A) Severe social, economic, or environmental impacts;

(D) Severe impacts to environmental resources protected under other Federal statutes;

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

This alternative, therefore, was considered not feasible and prudent and eliminated from further consideration based on 23 CFR 774.17 and (3) (vi) as it involves multiple factors in 23 CFR 774.17 (3)(i) through (3)(v), that cumulatively cause unique problems or impacts of extraordinary magnitude.

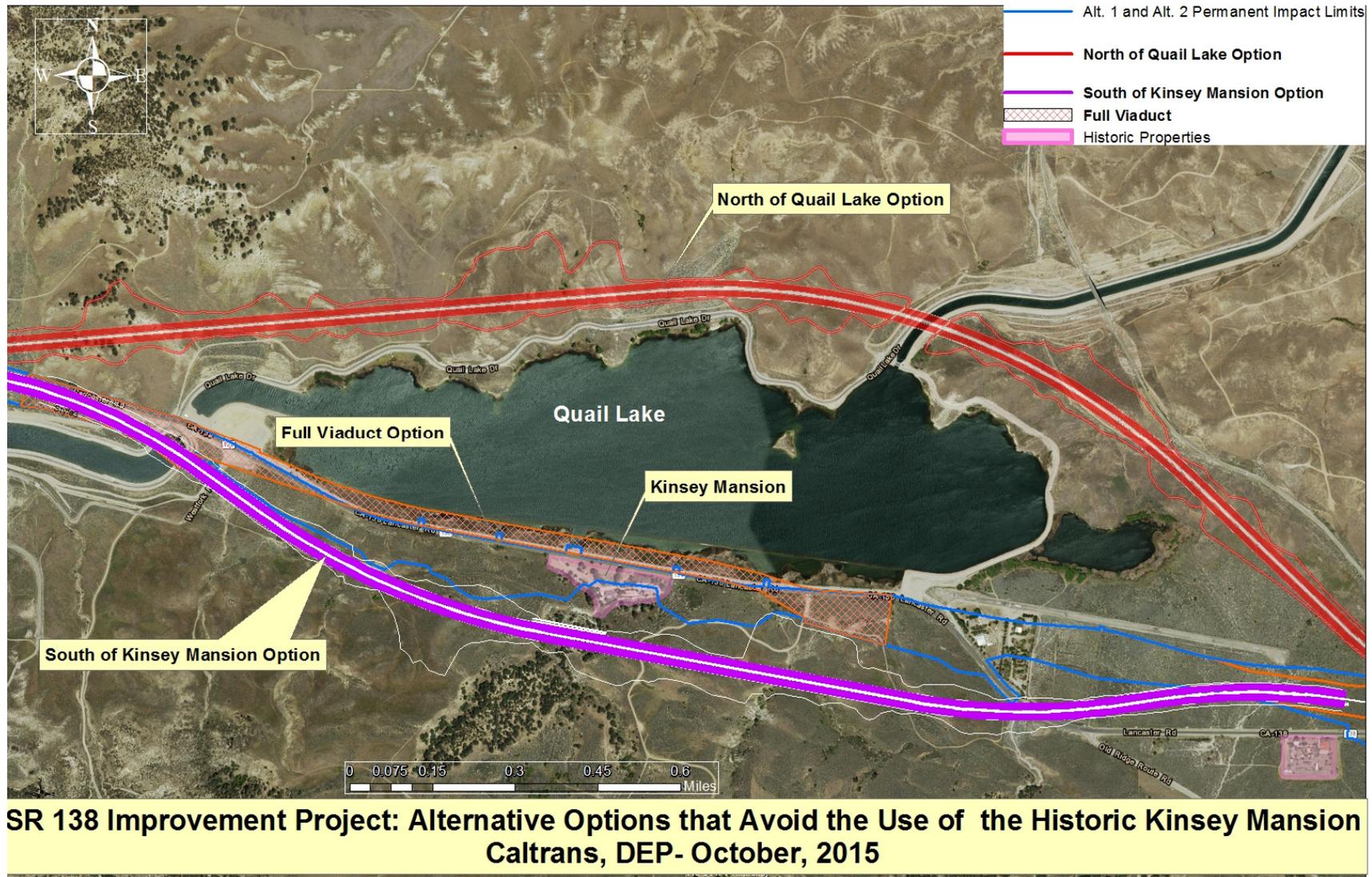


Figure 4: The North Quail Lake, South Mansion, and Full Viaduct Alternative Options

## 5. Measures to Minimize Harm to the Section 4(f) Property

Many non-standard design exceptions were made for Build Alternatives 1 and 2 in order to reduce the impacts to Kinsey Mansion. Utilizing standard design features and specifications would require the full removal of the Kinsey Mansion as the presence of Quail Lake and the wetland areas north of the existing SR-138 would force the roadway alignment through the Mansion and the hillside to the south.

In order to preserve the structure, the full standard median of 62 feet was reduced to a non-standard median width of 22 feet. In addition, a non-standard width for the Clear Recovery Zone was applied and median barriers would be placed at edge of shoulder to protect motorists from utility poles. Although the use occurs through the lawn area, the house is avoided.

Access to the house was also preserved by placing a frontage driveway along the Caltrans ROW to the Gorman Post Road interchange. These measures were incorporated into the project's design to maintain and preserve access for residents. Additionally, the extent of right of way acquisition would be further minimized through the use of a retaining wall instead of the earth slope to stabilize the roadway at the Kinsey Mansion. This would also provide an opportunity for a combined access road for the utilities and bike path along the edge of the existing highway and adjacent to the shoulder barrier that separates Caltrans ROW.

In addition, the following measures are proposed to minimize the impacts to the Kinsey Mansion. (These constitute Avoidance, Minimization, and Mitigation measures CUL-5- CUL-9 and BIO-146-BIO-149).

- HABS/HAER recordation: Pursuant to Section 106, before construction work at the Mansion takes place, the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) shall be contacted to determine what level and kind of recordation is required for the property. All documentation shall be completed and accepted by HABS/HAER before construction work at the Mansion begins.
- Copies of the HABS/HAER report shall be disseminated to the local libraries and online.
- Fencing visually similar to the original fencing would be installed at the mansion.
- Compensation for the loss of land from the Mansion property would be made through the Caltrans ROW acquisition process before project construction and the retaining wall at this location would be treated with a rustic rock finish, including color.
- Whenever possible, the plant communities within the mansion property would be preserved in place.
- A qualified biologist shall protect the plant communities within the mansion by establishing an Environmentally Sensitive Area (ESA), using brightly colored fencing and monitoring any clearing and grubbing related construction activities.
- When impacts to the above mentioned plant communities are unavoidable, trees and large shrubs would be trimmed under the direction of a licensed arborist. Large trees and shrubs marked for removal would be relocated to nursery by a qualified arborist and preserved to be replaced on-site

once construction is complete, whenever possible. This would be done in coordination with the property owner.

- On-site mitigation plantings shall have a plant establishment period no less than two years. On-site mitigation plantings shall be monitored by a qualified biologist to determine health and viability. If it is determined that an on-site planting is in poor health, it shall be replaced by a healthy individual and monitored.
- Other applicable Construction Air Quality and Water Quality minimization measures would be incorporated. Please see the Air Quality Section and Water Quality Section for more information.

## 6. Coordination

As the NEPA Assigned Lead Agency, Caltrans has consulted with SHPO about the National Register eligibility and adverse effect finding for the Kinsey Mansion. This Section 4(f) evaluation will be sent to SHPO and Department of Interior for review and comments during the public review period. It is anticipated that SHPO will concur with the finding of Adverse Effect under Section 106.

## 7. Preliminary Least Harm Analysis

As discussed above, there is no prudent and feasible alternative that completely avoids the use of Section 4(f) property. 23 CFR 774.3 requires that only the alternative that causes the least overall harm in light of the statute's preservation purpose can be chosen. The least overall harm is determined by balancing the following:

1. Ability to mitigate adverse impacts to each Section 4(f) resource;
2. Relative severity of the remaining harm, after mitigation, to the protected activities and attributes or features;
3. Relative significance of each Section 4(f) property;
4. Views of the officials with jurisdiction over each Section 4(f) property;
5. Degree to which each alternative meets the purpose and need;
6. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
7. Substantial differences in costs among alternatives.

Based on the regulations stated, the only two remaining alternatives considered for the Preliminary Least Harm Analysis are Build Alternatives 1 and 2. Below is the preliminary discussion of the above factors for these 2 alternatives.

1. Ability to mitigate adverse impacts to each Section 4(f) resource:

**Kinsey Mansion:** Build Alternatives 1 and 2 have the same footprints at the Kinsey Mansion location. Both acquire the same amount of land and have an adverse effect under Section 106 of the National Historic Preservation Act on the Mansion. Therefore, the ability to mitigate adverse impact to this mansion would be equal for both alternatives.

**Los Angeles Aqueduct; The Big Creek East-West Transmission Line; and the Big Creek Hydroelectric System Historic District:** Besides the impacts to the Kinsey Mansion, Build Alternatives 1 and 2 also have de minimis impacts to the following three Section 4(f) properties: the historic Los Angeles Aqueduct; the Big Creek East-West Transmission Line; and the Big Creek Hydroelectric System Historic District. Similar to the Kinsey Mansion, both Build alternatives have the same foot print on the Big Creek East-West Transmission Line and the associated historic district. Therefore, both alternatives would have an equal level of impact and the ability to mitigate/minimize the impacts to these properties remain unchanged.

2. Relative severity of the remaining harm, after mitigation, to the protected activities and attributes or features

As previously mentioned in Section 1 above, both Build alternatives would have the same footprints; thus equal impacts and mitigation levels for the Kinsey Mansion, the Big Creek East-West Transmission Line; and the Big Creek Hydroelectric System Historic District. The relative severity of the remaining harm, after mitigation and minimization to these three properties would be equal under both alternatives. In regards to the Los Angeles Aqueduct, Alternative 2 would have slightly wider impact compared to Alternative 1. However, the function and integrity of the property would not be affected by any of these alternatives so the severity of the remaining harm to the protected activities, attributes and features of this property are considered the same.

3. Relative significance of each Section 4(f) property:

This factor is not relevant.

4. Views of the officials with jurisdiction over each Section 4(f) property:

It is anticipated that the SHPO would view these two alternatives as equal and not have preference of any alternative over the other as the difference in impact to historic and Section 4(f) properties is nominal.

5. Degree to which each alternative meets the purpose and need:

The capacity of the two alternatives is the same. Both meet the purpose and need of the project. However, from a mainline traffic and operations perspective, Alternative 1 limits local access locations as required for freeways/expressways. Alternative 2, east of 245th Street West is a conventional highway with some limitations on access, which was provided to address the concerns over right of way impacts and access issues associated with an expressway through the local community which had development on both sides of the highway (ie. Antelope Acres). Alternative 1 provides additional opportunities to add capacity in the future with the wider median required in the design of new expressways.

1. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); The following table shows the summary of adverse impacts to resources not protected by Section 4(f). It can be seen from the table that in general, both alternatives would have the same impacts to resources. However, for Housing impact, the magnitude of impact under Alternative 1 (17 housing units) is larger than under Alternative 2 (14 housing units).

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Potential Impact	Build Alternative 1	Build Alternative 1 with Antelope Acres Loop Design Option	Build Alternative 2
<b>Land Use and Planning (Consistency with General Plan)</b>	Antelope Acres would be spatially divided if Build Alternative 1 was implemented. No significant impacts with the inclusion of the proposed minimization and/or mitigation measures. Consistent with General Plan.	Consistent with General Plan, no significant impacts.	Antelope Acres would be spatially divided if Build Alternative 2 was implemented. No significant impacts with the inclusion of the proposed minimization and/or mitigation measures. Consistent with General Plan.
<b>Community/ Economic</b>	Alternative 1 would bisect the Antelope Acres community. It would benefit the community by providing safer crossings. It would impact the community by limiting access and change the community character with the widening of the roadway and other highway safety features (ie. guardrails etc).	No impact to Antelope Acres	Alternative 2 would bisect the Antelope Acres community. It would benefit the community by providing safer crossings. It would impact the community by limiting access and change the community character with the widening of the roadway and other highway safety features (ie. guardrails etc).
<b>Farmland</b>	Permanent Impacts would occur to 0.3 acres of Unique Farmland and 15.1 acres of Prime Farmland. There would be no impacts to farmland of Statewide Importance (as classified by the CA Department of Conservation).	Permanent Impacts would occur to 0.3 acres of Unique Farmland and 14.6 acres of Prime Farmland. There would be no impacts to farmland of Statewide Importance (as classified by the CA Department of Conservation).	Permanent Impacts would occur to 0.3 acres of Unique Farmland and 15.1 acres of Prime Farmland. There would be no impacts to farmland of Statewide Importance (as classified by the CA Department of Conservation).
<b>Housing Displacement/ Business Displacement</b>	An estimated 17 housing units/ 2 businesses would be displaced.	An estimated 11 housing units/ 2 businesses would be displaced.	An estimated 14 housing units/ 2 businesses would be displaced.
<b>Environmental Justice</b>	No EJ impacts.	No EJ impacts	No EJ impacts
<b>Utilities and Emergency Services</b>	Utilities would be relocated along the corridor. No significant impacts are anticipated.	Same as Alternative 1	Same as Alternative 1
<b>Traffic, Pedestrian and Bike Access</b>	Existing facilities would be maintained and/or enhanced.	Same as Alternative 1	Same as Alternative 1
<b>Visual Quality</b>	Visual impacts would be less than significant with the avoidance and minimization measures included.	Same as Alternative 1	Same as Alternative 1

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<b>Cultural/ Historical Resources</b>	1 Historic property would be adversely affected.	Same as Alternative 1	Same as Alternative 1
<b>Paleontological Resources</b>	Implementation of the paleontological resources mitigation plan would facilitate the identification and treatment of paleontological resources. Impacts would be less than significant.	Same as Alternative 1	Same as Alternative 1
<b>Archeological Resources</b>	Archeological impacts would be less than significant with the avoidance and minimization measures included.	Same as Alternative 1	Same as Alternative 1
<b>Flood Control/ Hydrology/ Water Quality/ Stormwater</b>	With implementation of recommended measures, BMP's and development of a SWMP, direct impacts associated with Alternative 1 would be less than significant.	Same as Alternative 1	With implementation of recommended measures, BMP's and development of a SWMP, direct impacts associated with Alternative 2 would be less than significant.
<b>Geology/ Soils/ Seismicity</b>	Potential impacts would be temporary, and exposed soils and cut slopes would be stabilized after construction is complete. No significant impacts with appropriate avoidance, minimization, and/or mitigation measures.	Same as Alternative 1	Same as Alternative 1
<b>Hazardous Waste/ Materials</b>	Project-specific impacts related to hazardous waste/materials would be avoided, minimized and mitigated through conformance with applicable regulatory requirements and implementation of the avoidance, minimization, and/or mitigation measures.	Same as Alternative 1	Same as Alternative 1
<b>Air Quality</b>	During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities related to construction. No significant impacts with the implementation of the avoidance, minimization, and/or mitigation measures described.	Same as Alternative 1	Same as Alternative 1
<b>Noise</b>	Noise would increase- significant impacts under CEQA for some properties.	Same as Alternative 1	Same as Alternative 1
<b>Energy</b>	No impact	No impact	No impact

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<b>Biological Resources</b>	Approximately 20.97 acres southern cottonwood willow riparian forest and southern willow scrub may be potentially impacted. Approximately 29.23 acres of Joshua tree woodland, and 112.88 acres of California juniper woodland may be potentially impacted. Approximately 1.008 acres of Waters of the U.S. (WUS) may be permanently impacted of which approximately 0.062 acres are considered wetland WUS. In addition, five (5) special-status plants and 21 special-status wildlife species have the potential to be impacted. CDFW and USFWS consultations have been ongoing to address project impacts.	Same as Alternative 1	Same as Alternative 1
<b>Section 4(f) Properties</b>	Individual evaluation for the Historic property (Kinsey mansion) and three <i>de minimus</i> findings for historic resources.	Same as Alternative 1	Same as Alternative 1
<b>Cumulative and Secondary Impacts</b>	Biological Resources (Natural Communities), Noise (Substantial Noise Increase- CEQA), and Farmland.	Same as Alternative 1	Same as Alternative 1
<b>Estimated Project Cost</b>	\$830 million	\$839 million	\$725 million

6. Substantial difference in costs among alternatives.

The estimated cost for Alternative 1 is \$830 million, Alternative 1 with the Antelope Acres loop option is \$839 million, and Alternative 2 is estimated at \$725 million. Alternative 1 (without the Antelope Acres loop) is \$105 million or approximately 16% higher than the estimated cost for Alternative 2.

## B2- Section 4(f) De Minimis Determination

Section 6009(a) of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) amended Section 4(f) legislation at 23 U.S.C. 138 and 49 U.S.C. 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

The Alternative 1 and Alternative 2 each would have *de minimis* impacts on three historic/Section 4(f) properties, which are the Los Angeles Aqueduct, the Big Creek East-West Transmission Line, and the Big Creek Hydroelectric System Historic District. The following sections discuss in more details.

### 1. Los Angeles Aqueduct

#### Property Description

Los Angeles Aqueduct is a water conveyance system, owned and operated by the Los Angeles Department of Water and Power. The system delivers water from the Owens River in the Eastern Sierra Nevada Mountains to Los Angeles, California. It is 223 miles long and consists of lined and unlined open channels, concrete conduits, lined tunnels, steel and concrete pipes, and bypass reservoirs.

The Los Angeles Aqueduct intersects the SR-138 corridor at approximately ¼ mile east of Three Points Road near the community of Neenach and has a 400-meter segment that consists of two buried concrete pipes and one partially exposed pipe.

The Los Angeles Aqueduct was found eligible for the NRHP at the State level under Criteria A, B, and C with a Period of Significance from 1913-1940. The Los Angeles Aqueduct is eligible under Criterion A because it is a primary component of an extremely significant water project that led to the successful development of the City of Los Angeles and the Southern California region. The Los Angeles Aqueduct is eligible under Criterion B because it was primarily conceived by William Mulholland and remains one of the most significant achievements of his engineering knowledge and expertise as it shaped the development of the City of Los Angeles and Southern California. The Los Angeles Aqueduct is eligible under Criterion C because it has magnificent engineering qualities and features and was one of the greatest water works projects in the world at the time of its construction. In addition, the Los Angeles Aqueduct retains sufficient integrity to convey that significance.

As mentioned above, the short segment that intersects the APE includes a large underground, yet partially exposed, concrete pipe and a secondary pipe that appears not exposed, but is known in the same location (Figure 5). Both are considered contributing elements to the eligible property. The Los Angeles Aqueduct was previously determined eligible for the NRHP through the Section 106 process; and SHPO has agreed with the eligibility consensus determination.



Figure 5: Los Angeles Aqueduct adjacent to the project area.

#### Use of the Los Angeles Aqueduct

Build Alternatives 1 and 2 both propose to construct a new alignment for SR-138 several hundred feet south of the existing alignment at the location of the Los Angeles Aqueduct (Figure 6). At this location the Los Angeles Aqueduct is located underground. Both Build alternatives would be built above ground and would include the construction of a special crossing over the shallow large-diameter pipes. This particular configuration is designed so that it would physically avoid contact with the historic pipes. Each of these Build alternatives would permanently incorporate the aqueduct's right of way (the top of the underground pipe) in the form of highway easement into the transportation system. This permanent ROW incorporation/easement is considered a Section 4(f) use of this historic property.

*Why the use is de minimis:* Although the right of way on top of the pipe would be incorporated into the transportation system, the Los Angeles Aqueduct would remain fully intact and would not be physically altered or removed in any way. The significance of the Aqueduct is not tied to

the physical environment around this segment of the Aqueduct or subject to any visual or auidial limitations. The Finding of Adverse Effect concludes that there would be no adverse effect to the Los Angeles Aqueduct with Alternatives 1 and 2. SHPO is being consulted and is expected to concur with this determination. Therefore, the use under Section 4(f) would result in *de minimis* impact to this property.

Under the No Build Alternative, the Los Angeles Aqueduct would remain fully intact with no changes or alterations. There would be no adverse effect to the Los Angeles Aqueduct with this alternative.

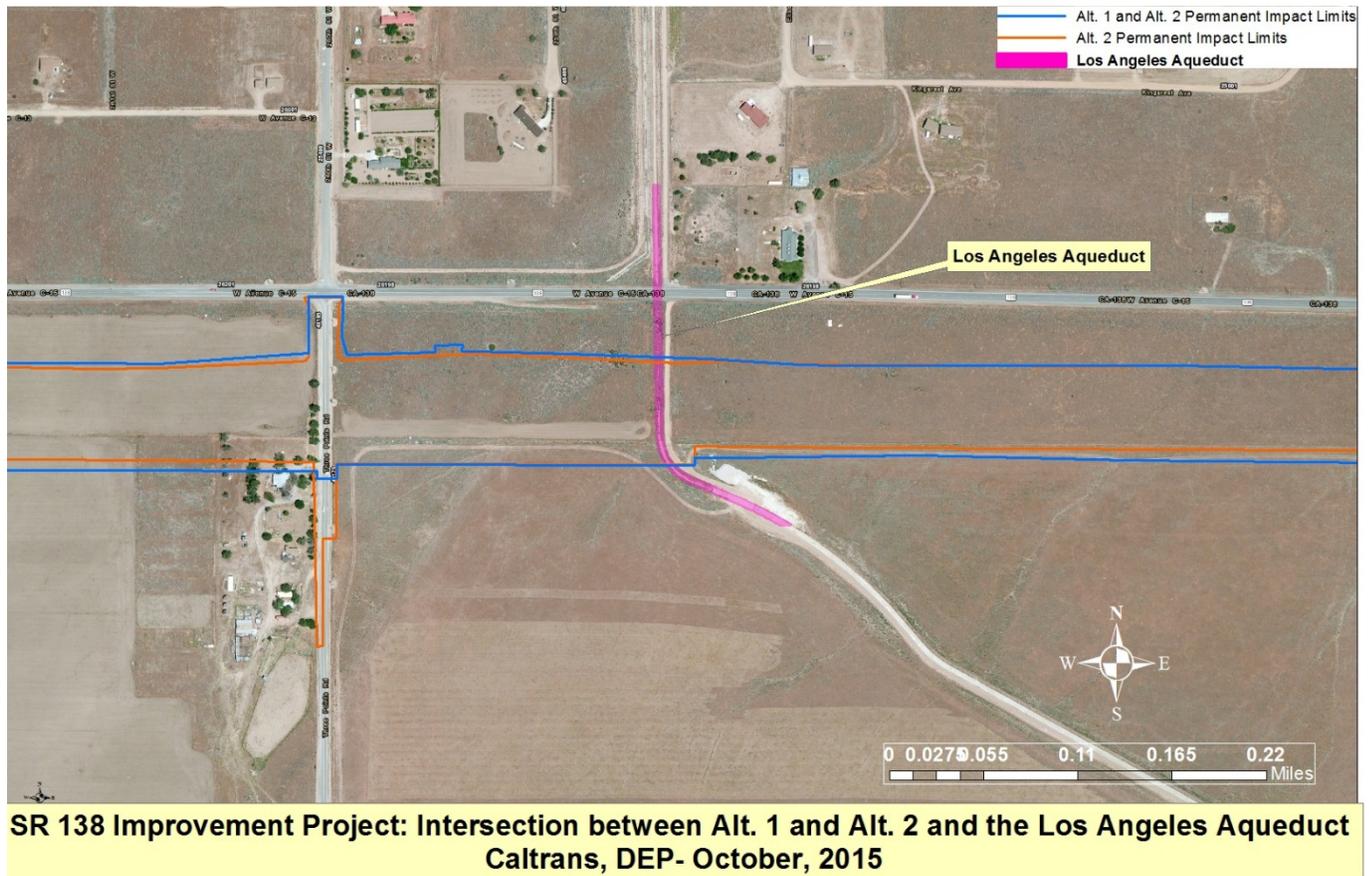


Figure 6: The intersection between the project and the Los Angeles Aqueduct.

Minimization measures:

No minimization measures would be needed.

Coordination:

Caltrans is consulting with the SHPO about a No Adverse Effect finding in regard to the Los Angeles Aqueduct. The SHPO has been informed of Caltrans' intent to make a *de minimis* impact finding based on their written concurrence in the Section 106 determination of “no

adverse effect.” It is anticipated that SHPO would concur with the Section 106 determination of no adverse effect for this property.

## **2. Big Creek East-West Transmission Line**

### Property description:

The Big Creek East-West Transmission Line corridor consists of two parallel transmission lines with steel lattice towers that cross SR-138 approximately ¼ mile southwest of the Bailey Substation and Gorman Post Road. The Big Creek East-West Transmission Line is a contributing element to the Big Creek Hydroelectric System (BCHS) Historic District (discussed below). The line is owned by the Los Angeles Department of Water and Power, a public agency. The Big Creek Transmission Line is eligible for inclusion on the National Register at the State and National level of significance under Criteria A, B, and C as a contributing element to the Big Creek Hydroelectric System Historic District (BCHS Historic District) with a period of significance the same as that of the BCHS Historic District, which is 1911 to 1929. The steel lattice towers are contributing elements (Figure 7). Non-contributing elements include the conductor wire and insulators which, through routine and regular maintenance, likely have been replaced. More detailed description of this property can be found in the Cultural section of the EIR/EIS.

### Uses of the Big Creek East-West Transmission Line

Alternatives 1 and 2 both propose to widen the existing SR-138 just east of the Big Creek East-West Transmission Line corridor. There are three towers located adjacent to the project area. Depending on the design of the project, two or three of these towers would be relocated to a nearby locations. Alternative 1 and Alternative 2 both would incorporate the land from these towers into the transportation system. This land incorporation would be considered as use under Section 4(f).

*Why the use is de minimis:* Result from Section 106 concludes that under both Alternatives 1 and 2, the Big Creek East-West Transmission Line corridor would remain fully intact and would not be physically altered or removed in any way. The significance of the transmission line corridor is tied with its association to the Big Creek Hydroelectric System and its integrity remains as its existing linear route through the area and its physical and associative connection with the BCHS Historic District would not change or be affected in any way. Caltrans and the property owner would have an agreement regarding the maintenance access to these towers. As a result of such findings, there would be no adverse effect to the Big Creek East-West Transmission Line. It is anticipated that SHPO would concur with this no-adverse effect finding. Therefore, the use would result in a *de minimis* impact to this property.

Under the No Build Alternative the Big Creek East-West Transmission Line would remain fully intact with no changes or alterations. As a result, it would result in no Section 4(f) use of this property.

### Minimization measures:

No minimization measures would be needed.

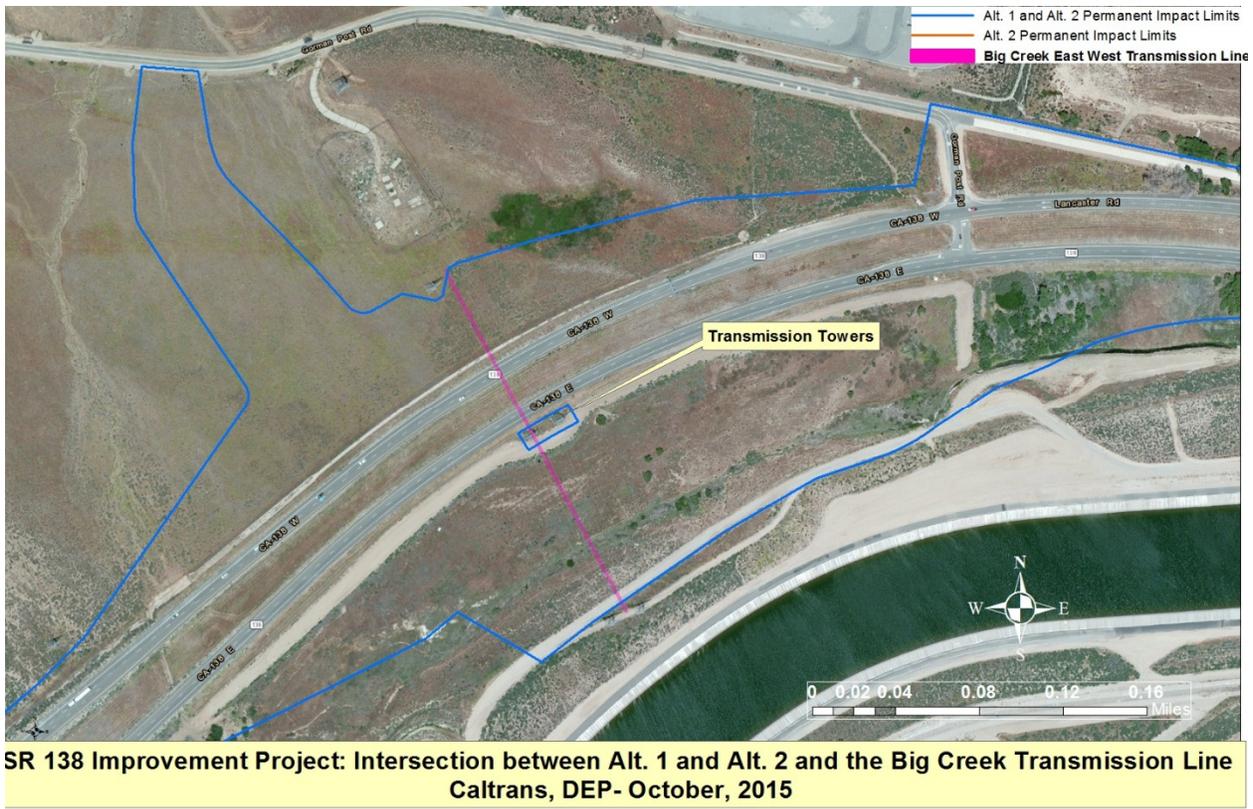


Figure 7. Relationship between the build alternatives and the Big Creek East West Transmission Line.

Coordination:

Caltrans is consulting with the SHPO about a No Adverse Effect finding in regard to the Big Creek East-West Transmission Line. The SHPO has been informed of Caltrans’ intent to make a *de minimis* impact finding based on their written concurrence in the Section 106 determination of “no adverse effect.”, and it is anticipated that they would concur with the Section 106 determination of no adverse effect for this property.

**3. Big Creek Hydroelectric System Historic District**

Property description:

The Big Creek Hydroelectric System Historic District (BCHSHD) contains dams, tunnels, powerhouses, penstocks, incline railroads, and surge chambers (located in the Sierras in Fresno County), as well as transmission lines, two of which crosses the SR-138 APE. The transmission lines carry power to the Los Angeles area. The transmission lines that cross the SR-138 are the Big Creek East-West Transmission Line (discussed above) and the Antelope-Magunden #2 Transmission Line which crosses the existing and proposed SR-138 at just east of 140<sup>th</sup> street. Description of the Antelope-Magunden #2 Transmission Line can be found in the Section 3 below.

The BCHSHD was found eligible for inclusion on the National Register at both the statewide and national level of significance under Criteria A, B, and C with a period of significance from

1911 to 1929. The Historic District is composed of those buildings and structures that date to the period of significance and are related to the hydroelectric developments of those years, and have good integrity.

The BCHSHD is eligible under Criterion A because the planning, construction, and operation of the large, complex, and interrelated power system served and helped make possible the development of the Los Angeles Metropolitan Area. This was a significant contribution to the broad patterns of history. The BCHSHD is eligible under Criterion B because it is associated with the lives of John Eastwood, Henry Huntington, and George Ward. These pioneering hydroelectric engineers were central to the project and are known for their grand-scale vision, ability to conceptualize the plan, and develop one of the world's greatest engineering projects of the early twentieth century. The BCHSHD is eligible under Criterion C because it illustrates and enhances our understanding of hydroelectric systems and their uses, construction characteristics, and is a premier example of distinctive construction techniques on a grand scale.

Use of the Big Creek Hydroelectric System District:

The only two contributing elements of this historic district within the APE of the project are the Big Creek East-West Transmission Line (discussed above) and the Antelope-Magunden #2 Transmission Line. As discussed above, both Build alternatives 1 and 2 would incorporate land from two or three towers of the Big Creek East-West Transmission Line into the transportation right-of-way. This land incorporation would be considered as use of the BCHSHD under Section 4(f). No land of the Magunden #2 Transmission Line would be incorporated into the project's right of way.

*Why the use is de minimis:* Similar to the Big Creek East West Transmission Line, the result of Section 106 concludes that both Build alternatives would result in no adverse effect to the Antelope-Magunden #2 Transmission Line or the BCHSHD. Therefore, the 4(f) use would result in *de minimis* to this historic district.

Under the No Build Alternative, the BCHSHD would remain fully intact with no changes or alterations and would result in no use of this property.

Minimization measures:

No minimization measures would be needed.

Coordination:

Caltrans is consulting with the SHPO about a No Adverse Effect finding in regard to the Big Creek East-West Transmission Line. The SHPO has been informed of Caltrans' intent to make a *de minimis* impact finding based on their written concurrence in the Section 106 determination of "no adverse effect." It is anticipated that SHPO would concur with the Section 106 determination of no adverse effect for this property.

## **B3-Resources Evaluated Relative to the Requirements of Section 4(f)**

This section discusses parks, recreational facilities and wildlife refuges within 0.5 mile of the project footprint and historic properties within project APE that do not trigger Section 4(f) protection either because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, (4) the project does not permanently use the property and does not hinder the preservation of the property, or (5) the proximity impacts do not result in constructive use.

### **1. Section 4(f) properties**

Below is a discussion of parks and recreation facilities within approximately 0.5 mile of project limits and historic properties within the project APE that are considered Section 4(f) properties,

#### **Hungry Valley Off-Road Vehicular Recreation Area**

Hungry Valley SVRA is located west of the SR 138/I-5 Interchange. The park covers approximately 20,000 acres, includes 11 campgrounds, and 150 miles of riding trail. The primary purpose of this land is to provide sustainable off-highway motor vehicle recreation for its visitors. In addition, it also provides other educational and recreational activities. Hungry Valley SVRA is owned by California State Parks, Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division. It is open to the public and is significant. It is considered a Section 4(f) property.

#### *Land incorporation*

The Build alternatives do not permanently incorporate any land from this park, and no temporary occupancy of/construction easement from the park would be needed.

#### *Accessibility*

There are three public entry points to the park and they are the following: 1.) North entrance at Peace Valley Road 2.) South entrance at Hungry Valley Road, and 3.) Quail Lake Road under the I-5, adjacent to the project's improvements along the I-5. The north and south entrances are far from the project area and would not be permanently affected by the project or temporary affected during construction. Although the access through Quail Lake Road is adjacent to the project's construction area, it would not be affected permanently or temporary during project construction.

#### *Noise*

The Noise Study Report (2015) concludes that the project is not anticipated to have any adverse noise effects on the park.

#### *Visual*

The Visual Impact Assessment (2014) concludes that the project is not anticipated to have any adverse visual impacts on the park.

### *Air Quality*

The Air Quality Impact Study concludes that no federal violation would result from the implementation of the build alternatives; therefore, there would be no adverse permanent air quality impact to the park. During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures AQ-1 to AQ-6 (See Section 3.6, Construction Impacts on Air Quality of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

### *Vegetation and Water Quality*

Work would be outside the park's ROW, and the project would incorporate all BMPs into the construction operations; therefore, no vegetation or water quality impacts on this park are anticipated.

### *Conclusion*

The proposed project would not cause a constructive use of the Hungry Valley SVRA because the proximity impacts would not substantially impair the protected activities, features, or attributes of this facility.

## **Desert and Mountain Conservation Authority Natural Preserve at 150<sup>th</sup> street**

### *Property description*

The DMCA Preserve Area covers two adjoining parcels located immediately south of the existing SR-138, at 150<sup>th</sup> Street, with a total area of approximately 480 acres. It is owned by the Desert and Mountains Conservation Authority (DMCA), which is a Joint Powers Agreement between the Antelope Valley Resource Conservation District (Special District of the State of California) and the Santa Monica Mountains Conservancy.

The DMCA Preserve's primary function and purpose is to be preserved in its natural state for wildlife and habitat conservation purposes. It was created as a result of a mitigation measures to compensate for the impacts to habitat and wildlife due to development in the adjacent area. DMCA holds the land in perpetuity. There are no other resources or facilities on the property and currently no activities are permitted on the preserve other than walking and viewing the land. Currently, the property can be accessed from the existing SR-138. For the purpose of this project's analysis related to the Section 4(f), the reserve is considered a wildlife refuge and thus a Section 4(f) property.

### *Land incorporation*

The project alternatives would not permanently incorporate any land from this property and no temporary occupancy of land would be involved. Therefore, the project would not result in direct use of this parcel.

### *Accessibility*

Under Alternatives 1 and 2 the project's alignment would be located north of this parcel and the roadway would be shifted slightly north, away from the existing SR-138 and from this property. The current access through SR138 would be removed and new access would be provided from the north at 150<sup>th</sup> street. A median U-Turn on the mainline would also be provided for access to the property from the mainline westbound.

Please see the following section for a discussion about other proximity impacts.

### **Mountain Regional Conservation Authority Conservation Property at 212th Street**

#### *Property description*

This property is located immediately south of the existing SR-138 at 212<sup>th</sup> Street and is within the Los Angeles County Department of Regional Planning's designated Significant Ecological Area. The area covers approximately 2.1 acres and is dominated by Joshua Trees. There are also other flora and fauna species. The property is owned by the Mountain Recreation and Conservation Authority (MRCA), which is a public agency. The primary purpose of this property is to protect Joshua Tree Woodlands. It is also to protect all other flora and fauna species and to maintain animal crossing areas along SR-138. In addition, it is for the protection of the highway view shed. Currently, the property can be accessed from the existing SR-138 at Avenue D. For the purpose of this project's analysis related to the Section 4(f), this resource is considered a wildlife refuge and thus a Section 4(f) property.

#### *Land incorporation*

The project does not permanently incorporate any land from this property, and no temporary occupancy /construction easement from the parcel would be needed.

#### *Accessibility*

Under both Build alternatives the project's alignment would be located north of this parcel and the roadway would be shifted slightly north, away from the existing SR-138 and from this property. The current access through SR-138 would be removed and new access would be provided from the south east of the parcel, at 210<sup>th</sup> street. A median U-Turn on the main line would also be provided for access to the property from the westbound.

#### *Biological resources*

The project has been designed to avoid the properties at 150<sup>th</sup> Street/Ave. D and 212<sup>th</sup> Street/Avenue D. All construction-related activities would be conducted outside of the identified conservation parcels' right-of-way and the project would not directly impact their biological resources. Avoidance measures would be implemented during construction. This includes that a qualified biologist would establish an Environmentally Sensitive Area (ESA) using brightly colored fencing to protect the parcels vegetation communities.

Even though construction activities would occur outside these parcels, temporary impacts to these parcels could include dust, noise and vibration from construction which may temporarily impact nesting birds from February 15-September 1 or temporarily impact wildlife that may travel through the parcel. Minimization measures would include pre-construction bird nesting surveys within 150 feet of the project limits and raptor nesting surveys within 500 feet of the project limits. Appropriate buffers would be in place to protect individuals from dust and

noise. Once nesting birds are confirmed to be no longer present, construction would resume along the construction buffer zone with a biological monitor present.

Indirect wildlife impacts may include increased light, glare and noise that may impact wildlife movements or degrade adjacent habitat for nesting birds. Nighttime illumination is known to adversely affect some species of wildlife in natural areas. It can disturb breeding and foraging behavior and potentially alter breeding cycles of birds, mammals, and nocturnal invertebrates. If uncontrolled, such lighting proximal to these movement corridors could adversely impact the composition and behavior of the wildlife that occur in these areas. This indirect impact is considered moderate compared to the current illumination of the highway. To minimize these indirect wildlife impacts, the follow mitigation measure would be implemented:

- Use lighting in areas only where necessary for safety and signage. All lighting should be downcast to minimize lighting of natural areas, particularly rivers, washes and drainages.
- Eliminate all lighting in other areas. Further studies would be conducted to evaluate the need for lighting along this parcel.
- The design of a new freeway would include wildlife crossing structures that are as natural and easy for wildlife to cross as possible to promote use by local wildlife. Further studies would be conducted to evaluate a wildlife crossing along this parcel to avoid adverse wildlife movement impacts to this parcel. Specific designs of the culverts would be prepared in consultation with the regulatory agencies - see the Biological Resource Section for the list of measures about wildlife crossings.
- Install fencing along the route that prevent wildlife from crossing in areas other than intended wildlife crossing locations. Fencing shall be installed to channel wildlife to the intended crossing locations.
- Fencing shall be maintained throughout the existence of the SR-138.
- A biological monitor shall be present to observe activities of wildlife during construction adjacent to this parcel. If activities are noted to affect wildlife, a biological monitor shall stop construction activities as necessary and propose mitigation measures outlined in the Natural Environment Study.

### *Visual*

Permanent change in visual resources affecting these properties would be characterized as low to moderate. The project would include landscaping compatible with the surrounding landscape. See the Visual Section of the document for more information and minimization measures.

### *Air Quality*

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures AQ-1 to AQ-6 (See Section 3.6, Construction Impacts on Air Quality of the

EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

### *Conclusion*

The proposed project would not cause a constructive use of the Desert and Mountain Conservation Authority Natural Preserve at 150th Street and Mountain Regional Conservation Authority Conservation Property at 212th Street because the proximity impacts would not substantially impair the protected activities, features, or attributes of this property.

### **The Neenach Wildlife Sanctuary**

The Neenach Wildlife Sanctuary (Sanctuary) is located immediately adjacent to the 210<sup>th</sup> Street West, approximately 0.25 miles north of the existing SR-138 within the significant ecological area of Joshua Tree Woodland. If either Build alternatives 1 or 2 are to be considered, it would be approximately 900 feet from the main alignments. This area is owned and managed by the Los Angeles County Department of Parks and Recreation. The purpose of this 40-acre Sanctuary is to preserve and display a wide variety of distinct flora and fauna, including Joshua Trees, juniper, and rabbit bush, blacktailed jackrabbit, chipmunk, burrowing owl, cactus wren, California thrasher, roadrunner, California rock wren, Mojave rattlesnake, glossy snake, nightsnake, lyre Snake, dessert spiny lizard, desert hairy scorpions, and California ebony tarantula. Public access is allowed in this area. This sanctuary is considered significant and thus is considered a Section 4(f) property for the purpose of this project analysis.

### *Land incorporation*

The project does not permanently incorporate any land from this property, and no temporary occupancy /construction easement from the parcel would be needed.

### *Accessibility*

Access to this parcel would not be permanently or temporarily affected. During construction, access to the parcel would be maintained.

### *Visual*

This sanctuary is located far from the project alignment, at a distance of around 900 feet. Visual effect is not readily apparent at this location so the project would not have adverse visual impact at this location.

### *Noise*

During the construction phases of the project, noise from construction activities may intermittently dominate the work area. The Noise Study Report states that equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dBA per doubling of distance. Normally, construction noise levels should not exceed 86 dBA (Lmax) at a distance of 50 feet. No adverse noise impacts from construction are anticipated for the Neenach Sanctuary because construction would be short term and would be conducted in

accordance with Caltrans standard specifications which requires that noise levels generated during construction shall comply with applicable local, state, and federal regulations.

#### *Air Quality*

During construction, a short-term worsening of air quality may occur due to the release of particulate emissions generated by site preparation, excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated. However, Measures AQ-1 to AQ-6 (please see Section 3.6, Construction Impacts on Air Quality of the EIR/EIS for more details) would reduce the stationary and mobile source emissions, ensuring compliance with air quality regulations and minimizing air quality impacts during project construction.

#### *Conclusion*

The project build alternatives would not result in constructive use of this sanctuary because proximity impacts would not substantially impair the protected activities, features, or attributes of this facility.

### **The Bell Telephone and Telegraph Switching Station located southeast of Quail Lake along Highway 138**

#### *Property description*

The Bell Telephone and Telegraph Switching Station (Bell Station) is a fenced-in building complex located within the project APE at 33700 West Lancaster Boulevard. The Bell Station was found eligible for inclusion on the National Register at the local level of significance under Criteria A and C with a period of significance from 1927 to 1934 which includes its construction and early years of use when it served as a communications switching station. An eligibility consensus determination with SHPO is pending. The Bell Station is eligible under Criterion A because it served a valuable purpose of extending the network range of the communication industry in Los Angeles County into the developing rural regions of Southern California and was an important element of the expansion of the entire Los Angeles communication industry at the local level. The Bell Station is eligible under Criterion C because several of the buildings on the property are excellent examples of the Spanish Revival style of architecture, particularly for rural Los Angeles County. In addition, the Bell Station retains sufficient integrity to convey that significance.

Contributing elements to the Bell Station include all of the original buildings constructed on the property that were designed in the Spanish Revival style of architecture and their features such as the tile roof, stucco siding, elaborate chimneys, large focal windows, covered porches, and decorative vents. For more detailed description of this property see the Cultural Section of the EIR/EIS.

#### *Land incorporation*

The ultimate ROW for Build Alternatives 1 and 2 would be located several hundred feet north of the existing SR-138 alignment at the location of the Bell Switching Station. These alternatives would not permanently incorporate any land from this property, and no temporary occupancy or construction easements from the parcel would be needed.

### *Impact*

The results from Section 106 study concludes that under these alternatives, the Bell Switching Station's significance as a valuable communications network facility for the developing rural regions of Southern California remains intact with no changes and the integrity of its Spanish Revival style of architecture remains high. The Bell Switching Station's significance is not dependent on any view sheds of the area or adjacent access from SR-138. The introduction of the audible element with the new SR-138 route would be minor and consistent with the noise already existing with the current highway. Therefore, the audible element of the new SR-138 would have no effect on the integrity of the Bell Switching Station. There would be no adverse effect to the Bell Switching Station with Alternatives 1 or 2. Consultation is ongoing with the SHPO for the effect determination in regard to the Bell Station.

Under the No Build Alternative the Bell Switching Station would remain fully intact with no changes or alterations. There would be no adverse effect to the Bell Switching Station.

### *Conclusion*

The project build alternatives would not result in constructive use of this property because proximity impacts would not substantially impair the protected activities, features, or attributes of this property.

## **Antelope-Magunden #2 Transmission Line**

### *Property description*

A 600-meter segment of the Antelope-Magunden #2 Transmission Line intersects the APE and SR-138 just east of 140th Street West. The Antelope- Magunden #2 Transmission Line, similar to the Big Creek East-West Transmission Line, is eligible for inclusion on the National Register at the State and National level of significance under Criteria A and C as a contributing element to the BCHS Historic District. The character-defining features of this transmission line can be assumed to be the corridor through which it travels; similar to a roadway, fence line, or other linear feature. Contributing elements include the steel lattice towers. Non-contributing elements include the conductor wire and insulators which, through routine and regular maintenance, likely have been replaced. This property is considered a Section 4(f) property.

### *Land incorporation*

The project would not permanently incorporate any land from this facility into the project's right of way. None of the transmission towers would be removed or relocated. No temporary occupancy of this property would be involved.

### *Impact*

Under Alternatives 1 and 2, the Antelope-Magunden #2 Transmission Line would remain fully intact and would not be physically altered or removed in any way. The significance of the transmission line corridor is tied with its association to the Big Creek Hydroelectric System and its integrity remains as its existing linear route through the area and its physical and associative connection with the BCHS Historic District would not change or be affected in any way. Result of Section 106 evaluation concludes that there would be no adverse effect to the Antelope-Magunden #2 Transmission Line as the result of the project.

Under the No Build Alternative the Antelope-Magunden #2 Transmission Line would remain fully intact with no changes or alterations. There would be no adverse effect to the Antelope-Magunden #2 Transmission Line.

*Conclusion*

The project build alternatives would not result in constructive use of this property because proximity impacts would not substantially impair the protected activities, features, or attributes of this property.

**Los Angeles Department of Water and Power Transmission Line**

*Property description*

The Los Angeles Department of Water and Power (LADWP) Transmission Line consists of a transmission line with steel lattice towers that crosses SR-138 at 120th Street West. The LADWP Transmission Line could not be evaluated because sufficient information was not available during focused archival research, and an evaluation against all four criteria was not possible. Despite extensive outreach to LADWP, the only historical information available was obtained from historical aerial photographs showing that the transmission line is more than 50 years old. Under Section 106, Caltrans has assumed eligibility under Criterion A of the NRHP for the LADWP Transmission Line. Therefore this transmission line is considered a Section 4(f) property. It can be assumed that the character defining feature of the transmission line is the corridor through which it travels. The steel lattice towers are contributing elements of this property. Non-contributing elements include the conductor wire and insulators which, through routine and regular maintenance, likely have been replaced.

*Land incorporation*

None of the towers would be removed or relocated as the result of the project. Even though some towers are located very close to the project's proposed new right-of-way, the project would not incorporate any land from these towers into transportation right of way. No temporary occupancy of these towers would be involved. Therefore, there would be no direct use of these properties under 4(f).

*Impact*

Result from Section 106 concludes that the LADWP Transmission Line would remain in its same linear alignment and overall location and setting, as well as retain its association with the development of Los Angeles County. In addition, the design and workmanship of the overall LADWP Transmission Line system would remain intact. In all, the LADWP Transmission Line would not be altered, destroyed, or changed as a result of the alternatives. There would be no adverse effect to the LADWP Transmission Line as a result of Alternatives 1 and Alternative 2. It is anticipated that SHPO would concur with the Section 106 determination of no adverse effect for this property; Therefore there would be no constructive use of this property as the result of the project.

Under the No Build Alternative the LADWP Transmission Line would remain fully intact with no changes or alterations. There would be no adverse effect and no use under Section 4(f) to the LADWP Transmission Line with this alternative.

### *Conclusion*

The project build alternatives would not result in constructive use of this property because proximity impacts would not substantially impair the protected activities, features, or attributes of this property.

## **2. Properties Determined not to be Section 4(f) Properties**

### **Quail Lake**

Quail Lake is located on the north side of the existing SR-138 at around 2.5 miles east from the I-5 and SR-138 junction. This lake covers an area of approximately 250 acres. Quail Lake was originally a pond created by a cataclysmic movement of the San Andreas Fault ages ago. As part of the California State Water Project, Quail Lake was enlarged to move water safely across the fault. It is owned by the CA Department of Water Resources, a public agency. There are also secondary recreational activities at Quail Lake which include fishing, hiking, and bird watching. The lake is open to the public from sunrise to sundown.

Coordination with LADWP confirms that although there are recreational activities occurring at this lake, the designated primary purpose of this lake remains as a water storage and transportation; therefore, recreation use of this property is considered a secondary use. Provisions of Section 4(f) are not triggered according to FHWA's Policy Paper (Q&A #1A), which specifies that publicly owned land is considered to be a park or recreational area protected under Section 4(f) when its primary purpose is as a park or recreation area. A property's primary function is defined by how it is intended to be managed. Incidental, secondary, occasional, or dispersed activities similar to park or recreational activities do not constitute a primary purpose within the context of Section 4(f).

### **Existing Pacific Crest Trail Segment within vicinity of SR-138**

The Pacific Crest Trail (PCT) is a 2,665 mile hiking and equestrian trail stretching from Mexico to Canada. The PCT overlaps many of the Angeles National Forest trails. This trail is a designated National Scenic Trail (1968) and is managed by the U.S. Forest Service through the Pacific Crest Association. Visitors come from around the world to explore this most diverse and scenic trail. Although the trail is designated as the National Scenic Trail, many portions of the PCT on paper are still being developed on the ground and can be modified depending on the actual condition on the ground and land ownership/right of way. A portion of this trail currently crosses the SR- 138 at 269th Street.

FHWA's Section 4(f) Policy Paper, Q&A 15B states that "... National Scenic Trails (other than the Continental Divide National Scenic Trail) and National Recreation Trails that are on publicly owned recreation land are subject to Section 4(f), provided the trail physically exists on the ground thereby enabling active recreational use." Investigation, including coordination with the Forest Service and PCTA, has revealed that the existing Pacific Crest Trail segment in the vicinity of the project is located either on the privately owned land with or without public

easement for roadway/transportation purposes. No public easement for recreational purposes is available. This segment is not considered “on publicly owned recreation land”. Therefore, this segment of the PCT is not considered a Section 4(f) property. Provisions of Section 4(f) are not triggered.

### **Planned Realignment of the Pacific Crest Trail Segment and Tejon Ranch Conservation Easement within vicinity of SR-138**

The Forest Service is working with the Pacific Crest Trail Association and the Tejon Ranch Conservancy to include a layered set of easements on the Tejon Ranch Company’s land that would allow for the PCT to be relocated from its current location on the floor of the Mojave Desert to the crest of the Tehachapi Mountains. In the vicinity of the project, the realignment is planned to move the PCT crossing from 269<sup>th</sup> Street West to 300<sup>th</sup> Street West along the SR-138. This land is currently owned by the Tejon Ranch Company. There have been discussions that Tejon Ranch Company would donate the conservation easement to the Forest Service. However, this easement is currently held by the Tejon Ranch Conservancy, which is a private entity and has not been donated to the Forest Service. FHWA’s Policy Paper (Q&A #25) specifies that when privately-held properties formally designate into a Master Plan for future park/recreation development, Section 4(f) is not applicable. They must be publicly owned at present. Accordingly, the provisions of Section 4(f) are not triggered in regards to this planned realigned PCT trail or the Tejon Ranch conservation land.

### **Portions of Los Angeles County’s Planned Trails**

The proposed Alternatives 1 and 2 would intersect with the following Los Angeles County’s adopted future recreational trails.

- Trail along Three Points Road/260 Street West,
- Trail along Los Angeles Aqueduct near the community of Neenach, around 300 feet east of Three Points Road,
- Trail along 90<sup>th</sup> Street,
- Trail along the California Aqueduct, continuing on along the 245<sup>th</sup> Street West,
- Trail east of 140<sup>th</sup> Street along the Southern California Edison power line.

Coordination with the Los Angeles County Department of Parks and Recreation indicated that 3 of these proposed trails, which are along Three Points Road, 90<sup>th</sup> Street and east of 140<sup>th</sup> Street, are within private land with no present public ownership or easement. FHWA’s Policy Paper (Q&A #25) specifies that when privately-held properties formally designate into a Master Plan for future park/recreation development, Section 4(f) is not applicable. They must be publicly owned at present. Accordingly, the provisions of Section 4(f) are not triggered for these trails. The remaining two adopted trails are located on the public land - the Los Angeles Aqueduct and California Aqueduct, which are owned by the City of Los Angeles Department of Water and

Power and State of California Department of Water Resources. However, coordination with the City DWP and CADWR indicate that their aqueduct land is designated primarily for water supply purpose, not for recreation. Current or future recreational activities on their land would be secondary use only. Therefore, provisions of Section 4(f) are not triggered according to FHWA's Policy Paper (Q&A #1A and #25), which specifies that in order for publicly owned land to be considered as park or recreational area protected under Section 4(f), its primary purpose has to be as a park or recreation area, or it is presently formally designated as such.

There may be existing recreational uses along the above trails. However, these uses either occur on the current private land or on the public land not designated for recreation. Therefore, they are not considered Section 4(f) properties.

### **Archaeological site SR-051**

Archaeological site SR-051 is a large, sparse prehistoric temporary campsite most likely used for reducing rhyolite lithic material obtained from the prehistoric rhyolite quarry at Fairmont Butte, about one mile to the south. Some surface cultural material was collected, but the subsurface material was evaluated as eligible for the NRHP under Criterion D because it has the potential to address the research themes of settlement patterns, subsistence, lithic reduction, ethnicity, and chronology. For more information about this site please see the Cultural Section of the EIR/EIS. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. The SHPO has concurred with Caltrans' determinations of eligibility and coordination is ongoing.

According to exception 23 CFR 774.13(b), Section 4(f) applies to archaeological sites that are on or eligible for the NRHP and that warrant preservation in place. Section 4(f) does not apply to an archaeological resource that is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place. This archaeological site is eligible for listing in the NRHP but is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place. SHPO is being consulted and it is anticipated that SHPO would not object to this conclusion. Therefore, provisions of Section 4(f) are not triggered, and Caltrans intends to apply exception 23 CFR 774.13(b) to this archeological sites.

### **Archaeological Site SRAS-003**

Archaeological site SRAS-003 is a prehistoric temporary campsite in the western part of the APE on a ridge overlooking Quail Lake. Similar to Site SR-051 discussed above, some surface cultural material was collected, but the subsurface material was evaluated as eligible for the NRHP under Criterion D because it has the potential to address the research themes of settlement patterns, subsistence, lithic reduction, ethnicity, and chronology. For more information about this site please see the Cultural Section of the EIR/EIS. It has been determined that this site is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. The SHPO has concurred with the eligibility determination and coordination is ongoing.

According to exception 23 CFR 774.13(b), Section 4(f) applies to archaeological sites that are on or eligible for the NRHP and that warrant preservation in place. Section 4(f) does not apply to an archaeological resource that is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place. Similar to the above site, this archaeological site is eligible for listing in the NRHP but is important chiefly because of what can be learned through data recovery and has minimal value for preservation in place. SHPO is being consulted and it is anticipated that SHPO would not object to this conclusion. Therefore, provisions of Section 4(f) are not triggered, and Caltrans intends to apply exception 23 CFR 774.13(b) to this archeological sites.

## **Section 6(f) Consideration**

The project would not convert land from any Section 4(f) properties or parkland that have been acquired or developed using money from the Land and Water Conservation Act. Therefore, provisions of Section 6(f) are not triggered.

## **References**

23 CFR 774: Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)).

Section 4(f) Policy Paper, July 20, 2012.

Noise Study Report, 2015.

Air Quality Report, July 2015

Visual Impact Assessment, August 2015.

SR138 NW Project Finding of Adverse Effects, 2015.

Natural Environmental Study, October 2015

Water Quality Study, May, 2015

## **Preparer**

### ***Caltrans***

Thoa Le, Associate Environmental Planner. M.S. Environmental Sciences, University of East Anglia, UK; B.S. Biology, Hanoi University of Education; 13 years of experience in environmental research, environmental document preparation, and reviews. Contribution: Section 4(f) evaluation.

# Appendix C - TITLE VI POLICY STATEMENT

**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5266  
FAX (916) 654-6608  
TTY 711  
www.dot.ca.gov



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March 2013

## NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: [http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY  
Director

## APPENDIX D – SUMMARY OF RELOCATION BENEFITS

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### California Department of Transportation Relocation Assistance Program RELOCATION ASSISTANCE ADVISORY SERVICES

#### **DECLARATION OF POLICY**

“The purpose of this title is to establish a *uniform policy for fair and equitable treatment* of persons displaced as a result of federal and federally assisted programs in order that such persons *shall not suffer disproportionate injuries* as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

#### **FAIR HOUSING**

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

#### **RELOCATION ASSISTANCE ADVISORY SERVICES**

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

### ***RESIDENTIAL RELOCATION PAYMENTS***

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

#### ***Moving Costs***

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

#### ***Purchase Differential***

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500.

If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be used (see the explanation of the Last Resort Housing Program below).

#### ***Rent Differential***

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to

receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is \$5,250. If the total entitlement for rent supplement exceeds \$5,250, the Last Resort Housing Program will be used.

To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

#### *Down Payment*

The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to the Department’s initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

#### *Last Resort Housing*

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the \$22,500 and \$5,250 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

#### **NONRESIDENTIAL RELOCATION ASSISTANCE**

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business’s specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

### *Moving Expenses*

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

### *Reestablishment Expenses*

Reestablishment expenses related to the operation of the business at the new location, up to \$10,000 for reasonable expenses actually incurred.

### *Fixed In Lieu Payment*

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$20,000.

### **ADDITIONAL INFORMATION**

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans Right-of-Way. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

## APPENDIX E – GLOSSARY OF TECHNICAL TERMS

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**ACTION (1):** Any highway construction, reconstruction, rehabilitation, repair, or improvement undertaken with Federal-aid highway funds or FHWA approval.

**ACTION (2):** A highway or transit project proposed for FHWA or FTA funding. It also includes activities such as joint and multiple use permits, changes in access control, etc., which may or may not involve a commitment of federal funds (23 CFR 771.107(b)).

**ACTIVE FAULT:** A fault that has moved within late Quaternary time (the last 750,000 years). Note that this definition is broader than that used by the California Department of Conservation, California Geological Survey (CGS), which defines an active fault as one that has moved within Holocene time (the last 11,000 years).

**ADAPTIVE MANAGEMENT:** A long-term repeated process of gradually modifying management techniques based on the results of modeling and research.

**ALLUVIAL FAN:** A fan-shaped area of soil deposited where a mountain stream first enters a valley or plain.

**ALLUVIAL SOILS:** Soil developing from recent alluvium (see below); typical of floodplains.

**ALLUVIUM:** Material developed by running water.

**AMBIENT:** Refers to surrounding, external, or unconfined conditions.

**AMBIENT NOISE:** Exterior sound (the surrounding sound from all sources near and far).

**ANADROMOUS:** Refers to fish that typically inhabit seas or lakes but ascend streams to spawn; for example, salmon.

**AREA OF POTENTIAL EFFECT (APE):** A term used in Section 106 of the National Historic Preservation Act to describe the area in which historic resources may be affected by a federal undertaking.

**ARID:** Dry.

**ARTERIAL:** A highway or local road that primarily serves through traffic

**AS-BUILTS:** The final plans of a project after the project is constructed. These plans show the original design, as well as changes that occurred during construction.

**ATTAINMENT AREA:** A geographic area in which levels of a criteria air pollutant meet the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have an acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Thus an area could be both attainment and nonattainment at the same time. Attainment areas are defined using federal pollutant limits set by the U.S. EPA.

**AUXILIARY LANE:** The portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement. Auxiliary lanes are used to balance the traffic load and maintain a more uniform level of service on the highway. They facilitate the positioning of drivers at exits and the merging of drivers at entrances.

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**BACKWATER:** The rise in water surface elevation due to encroachment.

**BASE FLOOD:** The flood having a one percent (1%) chance of being equaled or exceeded in any given year (100-year flood).

**BASE FLOOD ELEVATION (BFE):** The water surface elevation of the base flood.

**BASE FLOOD PLAIN:** The area subject to flooding by the base flood.

**BENEFICIAL USE:** A use of a natural water resource that enhances the social, economic, and environmental well-being of the user. Twenty-one beneficial uses are defined for the waters of California, ranging from municipal and domestic supply to fisheries and wildlife habitat.

**BEST MANAGEMENT PRACTICE (BMP):** Any program, technology, process, operating method, measure, or device that controls, prevents, removes or reduces pollution.

**BOG:** Wetland ecosystem characterized by an accumulation of peat, acid conditions, and dominance of sphagnum moss.

**BORROW:** Soil brought in from another area.

**BRACKISH:** Water that has salt concentration greater than fresh water ( $>.05$  ‰) and less than seawater ( $<35$  ‰).

**BYPASS:** An arterial highway or local road that permits traffic to avoid part or all of an urban area.

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**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):** State legislation enacted in 1970 and subsequently amended. It requires public agencies to regulate activities which may affect the quality of the environment so that major consideration is given to preventing damage to the environment.

**CALIFORNIA TRANSPORTATION COMMISSION (CTC):** A State Commission, established by State Assembly Bill 402 (AB 402) with nine appointed member and two ex-officio members, responsible for the programming and allocating of funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC also provides guidance and recommendations on transportation policies.

**CALIFORNIA TRANSPORTATION PLAN (CTP):** The CTP is a long-range transportation policy plan that is submitted to the Governor. The CTP is developed in collaboration with partners, presents a vision for California's future transportation system, and defines goals, policies, and strategies to reach the vision. It is developed in consultation with the State's regional transportation planning agencies, is influenced by the regional planning process, and provides guidance for developing future RTPs. RTPs should be consistent with and implement the vision and goals of the CTP. As defined by State statute, the CTP is not project specific.

**CAPACITY:** The maximum amount of traffic that can be accommodated by a uniform segment of freeway under prevailing conditions.

**CATEGORICAL EXCLUSION (CE):** "Categorical exclusion," under NEPA, covers various categories of actions which do not individually or cumulatively have a significant effect on the human environment and are exempt from the requirement to prepare an Environmental Assessment or an Environmental Impact Statement.

**CATEGORICAL EXEMPTION (CE):** "Categorical Exemption," under CEQA, means an exemption for a class of projects that have been determined by the Secretary of the Resources Agency not to have a significant effect on the quality of the environment. Article 19 of the CEQA Guidelines describes and gives examples for each class of categorical exemption. There are several exceptions which preclude a project from being considered a Categorical Exemption under CEQA: projects located on a site included on a list of designated hazardous waste sites (the Cortese List); projects that may result in damage to scenic resources on officially designated state scenic highways; or projects that may cause substantial adverse change to a historic resource.

**CHANNELIZATION:** The use of traffic markings or islands to direct traffic into certain paths, for instance, a "channelized" intersection directs portions of traffic into a left-turn lane through the use of roadway islands or striping that separates the turn lane from traffic going straight.

**CLEAR RECOVERY ZONE:** Unobstructed, relatively flat or gently sloping area beyond the edge of the traffic lane, which affords the drivers of errant vehicles the opportunity to regain control.

**COFFERDAM:** Temporary watertight enclosure from which water is pumped-out to expose the bottom of a body of water and permit construction.

**CONVENTIONAL HIGHWAY:** A highway without control of access that may or may not be divided.

**COOPERATING AGENCY:** “Cooperating Agency,” under NEPA, means any agency other than the lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal for any action significantly affecting the human environment.

**CORRIDOR:** A strip of land between two termini within which traffic, topography, environment, and other characteristics are evaluated for transportation purposes.

**COUNCIL OF GOVERNMENTS (COG):** A voluntary consortium of local governments formed to cooperate on problem solving, e.g., regional transportation planning and programming. Some RTPAs and MPOs are COGs.

**CUMULATIVE IMPACT (CEQA):** The CEQA definition of cumulative impact comes from the Office of Planning and Research (OPR). Section 15355 of OPR’s CEQA Guidelines provides the following context:

Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

**CUMULATIVE IMPACT (NEPA):** The NEPA definition of a cumulative impact comes from the Council on Environmental Quality (CEQ), which defines a cumulative impact as:

...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR §1508.7.)

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**dba:** A-weighted decibels are adjusted to approximate the way the average person hears sound.

**DECIBEL:** With respect to sound, decibels measure a scale from the threshold of human hearing, 0 decibels, upwards towards the threshold of pain, about 120-140 decibels. Because decibels are such a small measure, they are computed logarithmically and cannot be added arithmetically. An increase of 10 decibels is perceived by the human ear as a doubling of noise.

**DECIDUOUS:** (of leaves), shed during a certain season (winter in temperate regions, dry seasons in the tropics); (of trees), having deciduous parts.

**DEMAND:** The transportation need at a point in time, e.g., traffic volume on a segment of road at a point in time, projected traffic volume on a segment of road in a future year, current peak period ridership on a bus route, children crossing at a signed intersection on school days.

**DEMOGRAPHY, DEMOGRAPHIC:** The study of populations with reference to birth and death rates, size and density, distribution, migration, and other vital statistics.

**DESIGN CAPACITY:** The maximum number of vehicles that can pass over a lane or a roadway during one hour without operating conditions falling below a pre-selected design level.

**DESIGN CONCEPT:** The type of facility identified by the project, e.g., freeway, expressway, arterial highway, grade-separated highway, reserved right-of-way rail transit, mixed-traffic rail transit, exclusive busway, etc.

**DESIGN FLOOD:** The peak discharge, volume if appropriate, stage or wave crest elevation of the flood associated with the flood frequency selected for the design of a project. (In other words, the project will not be inundated at the design flood frequency.)

**DESIGN LIFE:** The length of time that a transportation facility or improvement is intended to remain serviceable, frequently expressed in years.

**DESIGN SCOPE:** The design aspects which will affect the proposed facility's impact on regional emissions, usually as they relate to vehicle or person carrying capacity and control, e.g., number of lanes or tracks to be constructed or added, length of project, signalization, access control including approximate number and location of interchanges, preferential treatment for high-occupancy vehicles, etc.

**DESIGN SPEED:** A speed determined for design and correlation of the physical features of a highway that influence vehicle operation. It is the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern.

**DESIGN VOLUME:** A volume determined for use in design, representing traffic expected to use the highway. Unless otherwise stated, it is an hourly volume.

**DESIGNATED FLOODWAY:** A floodway designated by a state or local agency. California State Reclamation Board (Board) definition: A designated floodway means either: (1) the channel of the stream and that portion of the adjoining floodplain reasonably required to provide passage of a base flood or (2) the floodway between existing levees as adopted by the Board or the Legislature.

**DETERMINISTIC SEISMIC HAZARD ANALYSIS:** Seismic parameters are estimated based on the size of the maximum credible (magnitude) earthquake expected. The value obtained is essentially time-independent. This method is used by Caltrans to assess the seismic hazard at most structures. See also probabilistic seismic hazard analysis, below.

**DIAMETER AT BREAST HEIGHT (DBH):** Diameter of tree measured 4 feet, 6 inches (1.4 meters) from ground level.

**DIFFERENTIAL SETTLEMENT:** The uneven lowering of different parts of an engineered structure, often resulting in damage to the structure.

**DIRECT EFFECTS:** Effects that are caused by and action and occur at the same time and place as the action.

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**ECOSYSTEM:** The biotic community and its abiotic environment functioning on a system.

**ENCROACHMENT (FEMA DEFINITION):** Construction, placement of fill, or similar alteration of topography in the floodplain that reduces the area available to convey floodwaters. FHWA definition: An action within the limits of the base floodplain.

**ENCROACHMENT (FHWA):** An action within the limits of the base floodplain.

**ENDANGERED:** Plant or animal species that are in danger of extinction throughout all or a significant portion of its range.

**ENDEMIC, ENDEMISM:** Restricted to a given region (e.g., endemic to California).

**ENVIRONMENTAL DOCUMENT:** “Environmental Document” means draft or final Environmental Impact Statement (EIS) or Environmental Impact Report (EIR), Finding of No Significant Impact (FONSI), Environmental Assessment (EA) or Negative Declaration (ND)/Mitigated Negative Declaration (MND). A categorical exemption or exclusion is not considered an environmental document; it is rather the determination that the project is exempt/excluded from the requirement to prepare an environmental document.

**ENVIRONMENTAL PROTECTION AGENCY [UNITED STATES] (U.S. EPA):** An agency of the executive branch of the federal government charged with establishing and enforcing environmental regulations.

**EPHEMERAL:** Lasting for only a short time; transitory; short-lived.

**EROSION:** The wearing away of the land surface by running water, wind, ice, or other geological agents.

**ESTUARY:** Partially enclosed embayment where fresh water and sea water meet and mix.

**ETHNOGRAPHIC:** Relating to the study of human cultures.

**EXPANSIVE SOILS:** Soil deposits that have the capacity or a tendency to expand during weather or seismic events.

**EXPRESSWAY:** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

**EXTANT:** Still in existence.

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**FALSEWORK:** A temporary frame to support a structure during construction.

**FAULT CREEP:** Slow ground displacement occurring without accompanying earthquakes.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA):** The Federal agency within the U.S. Department of Transportation responsible for administering the Federal-aid Highway Program and the Motor Carrier Safety Program.

**FEDERAL REGISTER (FR):** The *Federal Register* is the official daily publication for agency rules, proposed rules, and notices of federal agencies and organizations, as well as for Executive Orders and other presidential documents.

**FEDERAL TRANSIT ADMINISTRATION (FTA):** An agency within the U.S. Department of Transportation responsible for administering federal funds for public transportation planning, programming, and projects.

**FEDERAL STATE TRANSPORTATION IMPROVEMENT PROGRAM (FSTIP):** A multiyear statewide, financially constrained, intermodal program of projects that is consistent with the statewide transportation plan (CTP) and regional transportation plans (RTPs). The FSTIP is developed by the California Department of Transportation and incorporates all of the MPOs *and* RTPAs FTIPs by reference. Caltrans then submits the FSTIP to FHWA.

**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP):** A constrained 4-year prioritized list of all transportation projects that are proposed for federal and local funding. The FTIP is developed and adopted by the MPO/RTPA and is updated every 2 years. It is consistent with the RTP and it is required as a prerequisite for federal funding.

**FINDING OF NO SIGNIFICANT IMPACT (FONSI):** A document by a federal agency briefly presenting the reasons why an action, not otherwise categorically excluded, will not have a significant effect on the human environment and therefore does not require the preparation of an EIS.

**FLOOD BOUNDARY AND FLOODWAY MAP (FBFM):** The floodplain management map issued by FEMA that depicts, on the basis of detailed analyses, the boundaries of the 100- and 500-year floodplain and the regulatory floodway.

**FLOOD FREQUENCY:** The statistical number of years that takes place before the recurrence of a flood of the same magnitude. (10-year flood, 50-year flood, 100-year flood, etc.)

**FLOOD INSURANCE RATE MAP (FIRM):** The insurance and floodplain management map issued by FEMA that identifies, on the basis of detailed or approximate analyses, the areas of 100-year flood hazard in a community.

**FLOOD INSURANCE STUDY (FIS):** It is a report that describes and delineates the Special Flood Hazard Areas and the elevations of the community.

**FLOODPLAIN:** Any land area subject to inundation by floodwaters from any source.

**FLOODPLAIN EVALUATION REPORT:** A technical report which evaluates effects of the floodplain encroachment concerning the six key items identified in 23 CFR 650.111(b)(c)(d) verified by results of the Location Hydraulic Study (same as Figure 804.7A Technical Information for Location Hydraulic Study located in chapter 804 of the Highway Design Manual), but in greater detail. This report is required in situations where it is uncertain or clear that a project may involve a significant encroachment. This report is to be used as a backup for the Environmental Assessment/Finding of No Significant Impact (EA/FONSI) or an Environmental Impact Statement (EIS). The risks, impacts, and mitigation measures must be summarized in the NEPA document.

**FLOODPLAIN VALUES:** Fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aqua culture, forestry, natural moderation of floods, water quality maintenance, groundwater discharge, etc.

**FLOODPROOF:** To design and construct a project to keep floodwaters out or to reduce the effects of floodwaters.

**FLOODWAY:** The channel of a river or other watercourse, plus any adjacent floodplain areas, which is designated a floodway by a public agency, that must be kept free of encroachment so that the 100-year flood discharge can be conveyed without cumulatively increasing the water-surface elevation more than one foot above the BFE. (Since the one foot is already accounted for, no increase of any amount in the BFE is allowed in the floodway.)

**FLOODWAY FRINGE:** The portion of the 100-year floodplain that is not within the floodway and in which development and other forms of encroachment may be permitted under certain circumstances.

**FOSSIL:** Any remains, trace, or imprint of a plant or animal that has been preserved in the earth's crust since some past geologic time (Bates and Jackson 1980:243).

**FRAGMENTATION:** Reduction of a large habitat area into small, scattered remnants; reduction of leaves and other organic matter into smaller particles.

**FRIABLE:** Easily crumbled (as in friable soil).

**FREEWAY:** A divided arterial highway with full control of access and with grade separations at intersections.

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**GEOMETRIC DESIGN:** The design of the physical features of a road, such as alignment, grades, sight distances, widths, slopes, etc., many of which are dictated by the design speed.

**GOODS MOVEMENT:** The transportation of commodities by any or all of the following commercial means; aircraft, railroad, ship, or truck.

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**HABITAT:** Place where a plant or animal lives.

**HABITAT PROTECTION:** Ensuring appropriate uses of land to maintain and optimize species habitat values.

**HIGH OCCUPANCY TOLL (HOT) LANES:** New HOV lanes that allow single occupant vehicles access for a fee.

**HIGH OCCUPANCY VEHICLE (HOV) LANES:** A lane of freeway reserved for the use of vehicles with set minimum number of occupants. Buses, taxis, carpools (which satisfy the occupancy minimum), and motorcycles generally may use HOV lanes.

**HOLOCENE:** The second epoch of the Quaternary Period characterized by man and modern animals.

**HYDRIC SOIL:** Soil subject to saturation or inundation.

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**IGNEOUS ROCKS:** Formed when magma (liquid rock material) cools below the earth's surface or when lava cools above ground.

**INDIRECT EFFECTS:** Effects that are caused by an action and occur later in time, or at another location, yet are reasonably foreseeable.

**INTERCHANGE:** A system of interconnecting roadways in conjunction with one or more grade separations providing for the routing of traffic between two or more roadways on different levels.

**INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA):** Federal transportation legislation adopted in 1991. It provided increased funding and program flexibility for multimodal transportation programs. Upon its expiration, ISTEA was succeeded by TEA-21.

**INTERREGIONAL IMPROVEMENT PROGRAM (IIP):** One of two component funding source programs that ultimately make up the State Transportation Improvement Program (STIP). The IIP receives 25% of the funds from the State Highway account. The IIP is the source of funding for the ITIP.

**INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP):** A Statewide program of projects, developed by Caltrans for interregional projects that are primarily located outside of urbanized areas. The ITIP has a 4-year planning horizon and is updated every two years. It is submitted to the CTC along with the FTIP and taken together they are known as the STIP.

**INTERREGIONAL TRANSPORTATION STRATEGIC PLAN (ITSP):** A plan that describes and communicates the framework in which the state will carry out its responsibilities for the Interregional Transportation Improvement Program (ITIP).

**INITIAL STUDY (IS):** Under CEQA, the Initial Study is prepared to determine whether there may be significant environmental effects resulting from a project. The Initial Study is attached to the Negative Declaration or Mitigated Negative Declaration. It can become the basis of an EIR if it concludes that the project may cause significant environmental effects that cannot be mitigated below the level of significance.

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**LANE NUMBERING:** On a multilane roadway, the lanes available for through travel in the same direction are numbered from left to right when facing in the direction of travel.

**ldn:** Average noise over one day and night.

**LEAD AGENCY (CEQA):** “Lead Agency” means the public agency which has primary responsibility for carrying out or approving a project which may have a significant effect on the environment and preparing the environmental document.

**LEAD AGENCY (NEPA):** The agency or agencies preparing or having taken primary responsibility for preparing the environmental impact statement.

**leq:** A measure of the average noise level during a specified period of time.

**leq(h):** Equivalent or average noise level for the noisiest hour.

**LEVEL OF SERVICE (LOS):** A measure describing operational conditions within a traffic stream. It measures such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The six defined levels of services use letter designations from A to F, with Level of Service A representing the best operating conditions and Level of Service F representing the worst. Each Level of Service represents a range of operating conditions.

**LIQUEFACTION:** The loss in the shearing resistance of a cohesionless soil, caused by an earthquake wave. The soil is turned into a fluid mass.

**LITHIC:** Consisting of or relating to stone or rock.

**LITTORAL:** Shallow water of a lake in which light penetrates to the bottom, permitting submerged, floating, and emergent vegetative growth; also shore zone of tidal water between high-water and low-water marks.

**LOAD LIMITS:** Weight restrictions used to prohibit vehicles that exceed a specified weight from using a transportation facility.

**LOCATION HYDRAULIC STUDY (SAME AS FIGURE 804.7A TECHNICAL INFORMATION FOR LOCATION HYDRAULIC STUDY LOCATED IN CHAPTER 804 OF THE HIGHWAY DESIGN MANUAL):** The preliminary investigative study to be made of base floodplain encroachments by a proposed highway action. (This study must be performed by a registered engineer with hydraulic expertise.)

**LONGITUDINAL ENCROACHMENT:** An encroachment that is parallel to the direction of flow. Example: A highway that runs along the edge of a river is, usually considered a longitudinal encroachment.

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**MAGNITUDE:** A measure of the strength of an earthquake or the strain energy released by it.

**MAINTENANCE AREA:** A federal term to describe any geographic region of the United States designated non-attainment pursuant to the Clean Air Act Amendments of 1990 (CAAA) and subsequently re-designated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAAA.

**MAJOR FEDERAL ACTION:** Section 1508.18 of the CEQ Regulations states that "Major Federal action" includes actions with effects that may be major and which are potentially subject to Federal control and responsibility. Major reinforces but does not have a meaning independent of significantly (Sec. 1508.27)." An EIS must be prepared for any major federal action significantly affecting the quality of the human environment.

**MAJOR INVESTMENT:** Federal regulations define a "major metropolitan transportation investment" as "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale" (23 CFR 450.104).

**MAJOR INVESTMENT STUDY (MIS):** Prepared during the early planning phase to analyze the range of modal alternatives and cost/benefits of "major metropolitan transportation investments," which are defined as being highway or transit improvements of substantial cost that are expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale. TEA-21 ELIMINATED THE REQUIREMENT FOR A SEPARATE MIS DOCUMENT, BUT THE ANALYSIS STILL MUST BE CONDUCTED.

**MARSH:** Wetland dominated by grassy vegetation, such as cattails and sedges.

**MAXIMUM CREDIBLE EARTHQUAKE (MCE):** The maximum intensity earthquake that is assumed to occur closest to the site. This earthquake is also described as the maximum magnitude earthquake, or maximum earthquake.

**MEDIAN:** The portion of a divided highway separating the traveled ways in opposite directions.

**METROPOLITAN PLANNING ORGANIZATION (MPO):** A federal designation for the forum for cooperative transportation decision-making for an urbanized area with population of more than 50,000.

**METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP):** MTIP is a synonym for the FTIP and it refers to the programming done by the MPO/RTPA as part of the development of the MTP. Also called **REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)**.

**METROPOLITAN TRANSPORTATION PLAN (MTP):** A federal and state mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon. Also called a **REGIONAL TRANSPORTATION PLAN (RTP)**.

**MIDDEN:** A prehistoric refuse heap, usually containing shells and/or bones.

**MIGRATION:** Intentional, directional, and usually seasonal movement of animals between two regions or habitats; involves departure and return of the same individual.

**MITIGATED NEGATIVE DECLARATION (MND):** The CEQA document that is used when the Initial Study concludes that a project's potential significant effect on the environment can be reduced below the level of significance with the incorporation of mitigation measures.

**MITIGATION BANK:** Large blocks of land preserved, restored, and enhanced for the purpose of consolidating mitigation and/or mitigating in advance for projects that take listed species.

**MIXED-FLOW LANE:** A standard traffic lane for all types of vehicles, including single-occupant cars, carpools, vans, buses, and trucks.

**MONITORING WELL:** A well drilled at a hazardous waste management site or Superfund site to collect groundwater samples for the purpose of physical, chemical, or biological analysis to determine the amounts, types, and distribution of contaminants in the groundwater beneath the site.

**MOVING AHEAD FOR PROGRESS IN THE 21<sup>st</sup> CENTURY ACT (MAP-21):** MAP-21 was signed into law by President Barack Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

**MULTIMODAL:** Pertaining to more than one method of traveling.

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**NATIONAL ENVIRONMENTAL POLICY ACT (NEPA):** Enacted in 1969, NEPA requires all federal agencies to consider environmental factors through a systematic interdisciplinary approach before committing to a course of action. The NEPA process is an overall framework for the environmental evaluation of federal actions.

**NATIONAL HIGHWAY SYSTEM (NHS):** Consists of 155,000 miles (plus or minus 15 percent) of the major roads in the U.S. Included will be all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

**NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT (NPDES):** "...is required for facilities and activities that discharge waste into surface waters from a confined pipe or channel."

**NEGATIVE DECLARATION (ND):** The CEQA document that is used when the Initial Study concludes that a project will have no significant impact on the environment.

**NONATTAINMENT AREA:** "Nonattainment Area" means any geographic region of the United States that the U.S. Environmental Protection Agency (U.S. EPA) has designated as a nonattainment area for a transportation related pollutant(s) for which a National Ambient Air Quality Standard (NAAQS) exists.

**NONPOINT SOURCE:** A "nonpoint source" is a dispersed source of pollution that is not identifiable as to specific location, but may be identified as contributing to water quality degradation from a tributary drainage area, e.g., pesticide residues distributed over an agricultural area.

**NOTICE OF AVAILABILITY (NOA):** “Notice of Availability” means a formal public notice under NEPA announcing the availability of a completed EA, DEIS, or FEIS. For EISs, publication of such notice in the Federal Register is required.

**NOTICE OF COMPLETION (NOC):** The CEQA notice submitted to the State Clearinghouse when an EIR, MND, or ND is completed.

**NOTICE OF DETERMINATION (NOD):** A “Notice of Determination” is a formal written notice under CEQA filed by a lead state agency when approving any project subject to the preparation of an EIR, MND, or ND.

**NOTICE OF EXEMPTION (NOE):** “Notice of Exemption” means a brief notice which may be filed by a public agency after it has decided to carry out or approve a project and has determined that the project is exempt from CEQA.

**NOTICE OF INTENT (NOI):** Under NEPA, the “Notice of Intent” is a notice that an Environmental Impact Statement will be prepared and considered. The Notice of Intent is published in the Federal Register by the lead federal agency. Under CEQA, a lead agency must also provide a “Notice of Intent to Adopt” an ND or MND to the public, responsible agencies, trustee agencies, and the county clerk of each county in which the proposed project is located.

**NOTICE OF PREPARATION (NOP):** "Notice of Preparation" is the CEQA notice that an EIR will be prepared for a project.

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**OVERCROSSING (O.C.):** A local road structure that bridges over a state highway.

**OXYGEN DEMAND:** Materials such as food waste and dead plant or animal tissue that use up dissolved oxygen in the water when they are degraded through chemical or biological processes. Chemical and biochemical oxygen demand (COD and BOD) are measures of the amount of oxygen consumed when a substance degrades.

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**PALEONTOLOGIC SPECIES:** A morphologic species based on fossil specimens. It may include specimens that would be considered specifically distinct if living individuals could be observed (Bates and Jackson 1980:451).

**PALEONTOLOGICAL RESOURCE:** A locality containing vertebrate, invertebrate, or plant fossils (i.e., fossil location, fossil bearing formation, or a formation with the potential to bear fossils).

**PALEONTOLOGY:** The study of life in past geologic time based on fossil plants and animals and including phylogeny, their relationships to existing plants, animals, and environments, and the chronology of the earth's history (Bates and Jackson 1980:451).

**PARTICIPATING AGENCY:** Under 23 USC 139, a participating agency is any federal or non-federal agency (state, tribal, regional, or local government agency) that may have an interest in the project. Nongovernmental organizations and private entities cannot serve as participating agencies

**PLAYA:** A shallow temporary lake that may form in alkali sinks.

**PLEISTOCENE:** The first epoch of the Quaternary Period characterized by the first indications of social life in man.

**PLIOCENE:** The first epoch of the Tertiary Period characterized by the transition from hominids to early humans

**POINT SOURCE:** Distinct location from which wastes are discharged (e.g., pipes and sewers).

**PRACTICABLE:** The term *practicable* means available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

**PROBABILISTIC SEISMIC HAZARD ANALYSIS:** Seismic parameters are estimated using several significant seismic sources, the likelihood of occurrence within a given time frame, and the uncertainty of the estimate. Caltrans uses probabilistic methods for important bridges and certain seismic retrofit projects.

**PROJECT (CEQA):** California Public Resources Code §21065 defines a “project” as an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

- A. An activity directly undertaken by any public agency.
- B. An activity undertaken by a person which is supported, in whole or in part, throughout contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- C. An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

**PROJECT (FHWA):** 23 Code of Federal Regulations §1.2 defines a project as an undertaking by a State highway department for highway construction, including preliminary engineering, acquisition of rights-of-way and actual construction, or for highway planning and research, or for any other work or activity to carry out the provisions of the Federal laws for the administration of Federal-aid for highways.

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**QUATERNARY PERIOD:** A geologic period, which includes both the Pleistocene and Holocene Periods, comprising the second portion of the Cenozoic era; characterized by the rise of man and modern animals.

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**RECEPTORS:** Term used in air quality and noise studies that refers to houses or businesses that could be affected by a project.

**RECORD OF DECISION (ROD):** The “Record of Decision” is a formal written statement, required under NEPA, wherein a federal lead agency must present the basis for its decision to approve a selected project alternative, summarize mitigation measures incorporated into the project, and document any required Section 4(f) approval.

**RECURRENCE INTERVAL:** The average time interval between earthquake occurrences of equal magnitude on the same fault.

**REGULATORY AGENCY:** An agency that has jurisdiction by law.

**REGIONAL IMPROVEMENT PROGRAM (RIP):** One of two component funding source programs that ultimately make up the STIP. The RIP receives 75% of the funds from the State Highway account. This 75% is then distributed to the MPOs and RTPAs by a formula. The RIP is the source of funding for the FTIP.

**REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP):** RTIP is a synonym for the FTIP and it refers to the programming done by the MPO/RTPA as part of the development of the RTP. Also called a **METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP)**.

**REGIONAL TRANSPORTATION PLAN (RTP):** A federal and state mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions, and financing affecting all modes within a 20-year horizon. Also called a **METROPOLITAN TRANSPORTATION PLAN (MTP)**.

**REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA):** A state designated single or multi-county agency responsible for regional transportation planning. RTPAs are also known as Local Transportation Commissions or Councils of Governments and are usually located in rural or exurban areas.

**REGULATORY EARTHQUAKE FAULT ZONES:** Areas along faults defined as active by the California Geological Survey, typically one-quarter mile or less in width, where special studies are required to determine if there is a surface rupture hazard. Caltrans’ broader definition of active faults results in other areas that also need to be addressed for surface rupture. A site near a fault defined as active by Caltrans criterion also requires a review of surface rupture potential.

**REGULATORY FLOODWAY:** A floodplain area that is reserved in an open manner by federal, state, or local requirements, i.e., unconfined or unobstructed either horizontally or vertically, to provide for the discharge of the base flood so that the cumulative increase in water surface elevation is no more than a one-foot increase. (Since the one foot is already accounted for, no increase more than 0.00 feet is allowed)

**RESPONSIBLE AGENCY:** A “public agency, other than the lead agency which has responsibility for carrying out or approving a project” (PRC 21069). The CEQA Guidelines further explains the statutory definition by stating that a “responsible agency” includes “all public agencies other than the Lead Agency which have discretionary approval power over the project” (14 CCR 15381). State and local public agencies that have discretionary authority to issue permits, for example, fall into this category.

**REVEGETATION:** Planting of indigenous plants to replace natural vegetation that is damaged or removed as a result of highway construction projects or permit requirements.

**RIGHT-OF-WAY:** A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes.

**RIPARIAN:** Along banks of rivers and streams; riverbank forests are often called gallery forests.

**RIPRAP:** Randomly placed rock or concrete used to strengthen an embankment or protect it from erosion.

**RISK ASSESSMENT:** An economic and/or non-economic assessment of the impacts associated with the floodplain encroachment(s). It is meant to be more general in detail than a risk analysis. The format and content of the Summary Floodplain Encroachment Report form is the minimum required for a risk assessment.

**ROTATIONAL SLIDE OR SLUMP:** Landslide movement due to forces that cause a concave upwards surface in the mass.

**RUDERAL:** Disturbed area with a prevalence of introduced weedy species. Ruderal habitats are associated with unpaved highway shoulders and weedy areas around and between dwellings and other structures.

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**THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU):** SAFETEA-LU authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005 to 2009.

**SCENIC HIGHWAY SYSTEM:** A list of the highways that are eligible to become, or are designated as, official scenic highways. Many state highways are located in areas of outstanding natural beauty. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, §260 et seq.

**SCOPING:** NEPA defines scoping as an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action (40 CFR §1501.7). Under CEQA, scoping is designed to examine a proposed project early in the EIR environmental analysis/review process, and is intended to identify the range of issues pertinent to the proposed project and feasible alternatives or mitigation measures to avoid potentially significant environmental effects.

**SCOUR:** Erosion caused by moving water.

**SEICHE:** A wave oscillation of the surface of water in an enclosed basin initiated by an earthquake.

**SENATE BILL (SB) 45:** California State Senate Bill 45, passed in 1997, revised transportation funding priorities at the State level, allocating 75% of capital outlay dollars to regional agencies, and 25% to the State.

**SETBACKS:** The minimum horizontal distance slopes shall be set back from site boundaries according to Chapter 70 of the Uniform Building Code. Also applies to the minimum horizontal distance required from faults to structures (see California Geological Survey Special Publication 42, pp. 27 and 29).

**SETTLEMENT:** The gradual downward movement of an engineered structure due to compression of the soil below the structure foundation.

**SIGNIFICANCE (CEQA):** CEQA defines a "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant" (15382).

CEQA requires that the lead agency identify each "significant effect on the environment" resulting from the project and avoid or mitigate it.

The CEQA Guidelines include mandatory findings of significance for certain effects, thus requiring the preparation of an EIR.

**SIGNIFICANCE (NEPA):** Under NEPA, an EIS is required when the proposed federal action has the potential to “significantly affect the quality of the human environment.” To determine that potential, one must consider both the context in which the action takes place and the intensity of its effect. Section 1508.27 of the CEQ regulations defines the term “significantly” as:

*Significantly as used in NEPA requires considerations of both context and intensity:*

- A. Context. This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.
- B. Intensity. This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:
  1. Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
  2. The degree to which the proposed action affects public health or safety.
  3. Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.
  4. The degree to which the effects on the quality of the human environment are likely to be highly controversial
  5. The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks
  6. The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration
  7. Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
  8. The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.
  9. The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.
  10. Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment. [43 FR 56003, Nov. 29, 1978; 44 FR 874, Jan. 3, 1979].

**SIGNIFICANT ENCROACHMENT:** A highway encroachment and any direct support of likely base floodplain development that would involve one or more of the following construction or flood related impacts:

1. A significant potential for interruption or termination of a transportation facility, which is needed for emergency vehicles or provides a community's only evacuation route.
2. A significant risk (*to life or property*), or
3. A significant adverse impact on natural and beneficial floodplain values.

**SOIL CREEP:** The gradual, steady downhill movement of soil and loose rock material.

**SOLE SOURCE AQUIFER:** An aquifer upon which a community depends exclusively for its fresh water supply.

**SPECIAL FLOOD HAZARD AREAS (SFHAS):** The areas delineated on an NFIP map as being subject to inundation by the base (100-year) flood.

**SPECIAL-STATUS SPECIES:** Plant or animal species that are either (1) federally listed, proposed for or a candidate for listing as threatened or endangered; (2) bird species protected under the federal Migratory Bird Treaty Act; (3) protected under state endangered species laws and regulations, plant protection laws and regulations, Fish and Game codes, or species of special concern listings and policies; or (4) recognized by national, state, or local environmental organizations (e.g., California Native Plant Society).

**STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP):** A legislatively created program to maintain the integrity of the State Highway System. It is tapped for safety and rehabilitation projects. SHOPP is a multi-year program of projects approved by the Legislature and Governor. It is separate from the STIP.

**STATE IMPLEMENTATION PLAN (SIP):** The state's plan for attaining the National Ambient Air Quality Standards. Per federal law, transportation plans and programs in air quality non-attainment areas must conform to the SIP.

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP):** A statewide or bundled prioritized list of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, MTPs, and FTIPs, and required for projects to be eligible for funding under Title 23 USC and title 49 USC. Chapter 53.

**STATE WATER RESOURCES CONTROL BOARD:** The principal authority of California for regulation of the quantity and quality of waters of the State, established by act of the legislature in 1967. It assumed responsibility for administration of the Porter-Cologne Water Quality Control Act of 1969.

**STATEMENT OF OVERRIDING CONSIDERATION:** Pursuant to CEQA, a written explanation prepared by a public agency that explains why it approved a project, despite the presence of significant, unavoidable environmental impacts.

**STATEWIDE TRANSPORTATION PLAN:** The official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

**STORM WATER POLLUTION PREVENTION PLAN (SWPPP):** A SWPPP is prepared to evaluate sources of discharges and activities that may affect storm water runoff, and implement measures or practices to reduce or prevent such discharges.

**STRATUM:** A layer of sedimentary rock; plural is strata.

**STRATIGRAPHY:** The study of rock layers, especially their formation, distribution, composition, and age.

**SUBSIDENCE:** A localized mass movement that involves the gradual downward settling or sinking of the earth's surface.

**SUMMARY FLOODPLAIN ENCROACHMENT REPORT (SAME AS FIGURE 804.7B FLOODPLAIN EVALUATION REPORT SUMMARY LOCATED IN CHAPTER 804 OF THE HIGHWAY DESIGN MANUAL):** A floodplain assessment report which addresses the six key items identified in 23 CFR 650.111(b)(c)(d) verified by results of the Location Hydraulic Study. If it is determined that a project does not have a significant encroachment, this form can be used as a minimum backup for a categorical exclusion (CE) determination. For federally-funded projects on the State Highway System (SHS), the Caltrans project engineer will sign the Summary Floodplain Encroachment Report. For local assistance projects, this report must be filled out and signed by the local agency project engineer, with concurrence signature by the District Local Assistance Engineer (DLAE).

**SWALE:** A wide shallow depression in the ground to form a channel for storm water drainage. Bio-swailes or biofiltration swales are densely vegetated to filter runoff.

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**THREATENED:** A species that is likely to become endangered in the foreseeable future in the absence of special protection.

**TIERING:** The process of preparing multiple levels of an environmental review, typically including general matter in broad environmental documents with subsequent narrower environmental documents.

**TOTAL DISSOLVED SOLIDS:** Concentration of all substances dissolved in water (solids remaining after evaporation of a water sample).

**TRACT:** A standard geographical unit of measurement defined by the U.S. Census Bureau.

**TRAFFIC ACCIDENT SURVEILLANCE AND ANALYSIS SYSTEM (TASAS):** A system that provides a detailed list and/or summary of accidents that have occurred on highways, ramps, or intersections that are part of the State Highway System. Accidents can be selected by location, highway characteristics, accident data codes, and combinations of the above.

**TRAFFIC FORECAST:** A best estimate of future roadway travel conditions, demand, and resulting volumes.

**TRAFFIC OPERATIONS:** The safe and efficient movements of vehicles, people, and goods. The typical measures of effectiveness are travel times, delay, accidents per vehicles miles, and level of service.

**TRANSLATIONAL SLIDE:** Landslide movement that occurs predominantly along planar or gently undulating surfaces.

**TRANSPORTATION CONTROL MEASURE (TCM):** "... is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in §108 of the Clean Air Act or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-base, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of project-level conformity.

**TRANSPORTATION DEMAND MANAGEMENT (TDM):** "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

**TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21):** Federal legislation signed into law in 1998, authorizing highway, highway safety, transit and other surface transportation programs for the following six years. TEA 21 built on the initiatives established in the 1991 ISTEA.

**TRANSPORTATION IMPROVEMENT PLAN (TIP):** A staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan. It is a federal term.

**TRANSPORTATION SYSTEM MANAGEMENT (TSM):** TSM is 1) a process oriented approach to solving transportation problems considering both long and short range implications; and 2) a services and operations process oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities.

**TRUSTEE AGENCY:** "...a state agency having jurisdiction by law over natural resources affected by project which are held in trust for the people of the State of California. Trustee agencies include: a) the California Department of Fish and Game [Wildlife] with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological preserves, and other areas administered by the department; b) the State Lands Commission with regard to state owned "sovereign" lands such as the beds of navigable waters and state school lands; c) the State Department of Parks and Recreation with regard to units of the State Park System; and d) the University of California with regard to sites within the Natural Land and Water Reserves System" (14 CCR 15386).

**TSUNAMI:** A water wave of local or distant origin that results from large-scale displacements associated with large earthquakes, major submarine slides, or volcanic eruption.

**TURBIDITY:** Cloudiness (or a measure of the cloudiness in water due to the presence of suspended particulates).

**TYPE I PROJECTS:** A proposed federal or federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. Other specific activities that qualify as a Type I project are defined in 23 CFR 772.

**TYPE II PROJECTS:** Usually called a retrofit project, a proposed federal or federal-aid highway project for noise abatement on an existing highway.

**TYPE III PROJECTS:** A federal or Federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

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**UNDERCROSSING (U.C.):** A state highway structure that bridges over a local road.

**UNUSAL CIRCUMSTANCES (NEPA):** For any action which would normally be classified as a CE but could involve unusual circumstances, Caltrans is required to conduct appropriate environmental studies to determine whether a categorical exclusion is proper (23 CFR 771.117(b)). Unusual circumstances include actions that involve:

1. Significant environmental impacts;
2. Substantial controversy on environmental grounds;
3. Significant impact to properties protected under 4(f) of the USDOT Act or Section 106 of the National Historic Preservation Act ;
4. Inconsistencies with any federal, state or local law relating to environmental impacts.

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**VERTICAL CLEARANCE:** The unobstructed distance above the roadway surface; the height at which a vehicle may pass beneath a structure, such as a bridge, without any physical contact.

**VIEWSHED:** View; total visible area from the position of a single observer or the total visible area from observers in multiple positions.

**VISUAL RESOURCES:** The natural and artificial features of a landscape that characterize its form, line, texture, and color.

**VISUAL UNITY:** The visual coherence and compositional harmony of a landscape when considered as a whole.

**VOLUME TO CAPACITY RATIO (V/C):** The relationship between the demand for trips and the number of trips that can be accommodated.

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**WATERSHED:** The area of land that drains into a specific waterbody.

**WATERS OF THE UNITED STATES:** As defined by the United States Army Corps of Engineers (USACE) in 33 CFR 328.3(a):

1. All waters that are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;
2. All interstate waters including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce, including any such waters:
  - (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or
  - (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
  - (iii) Which are used or could be used for industrial purposes by industries in interstate commerce;
4. All impoundment of waters otherwise defined as waters of the United States under this definition;
5. Tributaries of waters identified in paragraphs 1-4;
6. The territorial seas;
7. Wetlands adjacent to waters (waters that are not wetlands themselves) identified in paragraphs 1-6.

**WEIR:** A dam in a stream to raise the water level or divert its flow.

**WETLAND:** Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

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ENVIRONMENTAL COMMITMENTS RECORD (ECR) – PA/ED  
EA 26510  
Northwest LA-138 Corridor Improvement Project

Commitment ID	Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Permits, Specs, Plans, References	Task Completed	Remarks	Environmental Compliance
<b>Land Use –(all minimization measures)</b>									
LU-1	Engage local communities and agencies in the planning and implementation of transportation improvements.	Caltrans Project Engineer (PE)	Design through Construction			EIR/EIS Section 3.1.1, Land Use			
<b>Parks and Recreation (minimization and avoidance)</b>									
PARKS-1	Project construction BMPs would be employed to minimize dust and manage storm water runoff.	PE	Construction			EIR/EIS Section 3.1.4, Parks and Recreation			
PARKS-2	Avoid impacts to the two Section 4(f) park/ recreation facilities; See Appendix B for more information. (Parcels # 3236001900 and # 3238027900)	Caltrans Design; Resident Engineer (RE)	Construction			EIR/EIS Section 3.1.4, Parks and Recreation and Appendix B			
<b>Farmlands/ Timberlands</b>									
AG-1	In cases where farming is unlikely to continue, the small remainder parcels are to be identified as a farmland conversion, and Caltrans will acquire these property remainders and offer them to adjacent farmland property owners.	PE/Right-of-Way (ROW)	Pre-Construction			EIR/EIS Section 3.1.3			
AG-2	Caltrans will enter into an agreement with the DOC California Farmland Conservancy Program to preserve farmland by placing long-term farmland protection tools on Important Farmland or cause the conversion of Grazing Land into Important Farmland. Caltrans will contribute to the California Farmland Conservancy Program’s work to identify suitable agricultural land for mitigation of impacts to farmland and to fund the purchase of agricultural conservation easements from willing sellers. The performance standards for this measure are to preserve Important Farmland in an amount commensurate with the quantity and quality of the converted farmlands, within the same agricultural regions as the impacts occur, at a replacement ratio of not less than 2:1.	PE/ ROW	Construction			EIR/EIS Section 3.1.3			
AG-3	Upon approval of the project, and when sufficient design details are known, Caltrans ROW staff will contact any potentially affected livestock owner to discuss how the project may affect grazing operations and to address compensation strategies as part of the Relocation Assistance Program (RAP).	PE/ ROW	Final Design			EIR/EIS Section 3.1.3			
AG-4	Within a 100-foot buffer area from future property lines with farmland, disturbed surface areas will be stabilized utilizing native vegetation and soils clear of invasive plant species. Soil amendments, if used, must comply with the requirements in the California Food and Agricultural Codes. Soil amendment must not contain paint, petroleum products, pesticides, or any other chemical residues harmful to animal life or plant growth. The construction contract will include provisions to protect against the spread of invasive species.	PE/ ROW	Pre- Construction			EIR/EIS Section 3.1.3			

ENVIRONMENTAL COMMITMENTS RECORD (ECR) – PA/ED

EA 26510

Northwest LA-138 Corridor Improvement Project

Commitment ID	Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Permits, Specs, Plans, References	Task Completed	Remarks	Environmental Compliance
FARM-5	Infill material to be used in the project shall not be obtained from borrow sites comprised of Prime Farmland. When selecting sites for wetland mitigation Prime Farmland will be avoided to the extent possible.	PE/ RE	Construction			EIR/EIS Section 3.1.3			
<b>Community Impacts (avoidance and minimization)</b>									
COMM-1	Aesthetic treatments such as native landscaping, decorative sound walls, and energy efficient lighting fixtures would help minimize visual impact and reduce light pollution. Project design would be done in compliance with the Rural Outdoor Lighting District Ordinance of Los Angeles County.	Design; RE	During and After Construction			EIR/EIS Section 3.1.4, Community Impacts, Community Character and Cohesion			
COMM-2	The project would be designed to conform with local, general, and specific plans in mind. Early coordination with local jurisdictions and community members would be conducted throughout the design of the project to ensure that the project is constructed in a manner that is acceptable to the community in which it is located.	Design	Final Design			EIR/EIS Section 3.1.4, Community Impacts, Community Character and Cohesion			
COMM-3	Provide pedestrian overcrossings, minimize right-of-way width, and provide adequate signage to help minimize effects. The project would be designed to be sensitive to the existing environment in which it is constructed. .	Caltrans Landscape; Design; RE	Final Design; Construction			EIR/EIS Section 3.1.4, Community Impacts, Community Character and Cohesion			
<b>Relocation and Real Property Acquisition (avoidance and minimization)</b>									
RELOC-1	To ensure that persons displaced as a result of the project are treated fairly, consistently, and equitably, relocation services and benefits shall be administered according to Caltrans' Relocation Assistance Program (RAP).  As part of Caltrans' Relocation Assistance Program (RAP), advisory services would be provided to assist individuals and businesses displaced by the project.	Caltrans ROW Agent; Design	Final Design			EIR/EIS Section 3.1.4, Community Impacts, Relocations and Real Property Acquisition			
RELOC-2	Land using corridor preservation would be acquired in compliance with the Department policy of Designation of Special Corridors for Priority Acquisition, codified as California Government Code Section 65081.3 and California Public Resources Code Section 33910 (Eaves). Designation of Special Corridors for Priority Acquisition shall also be in compliance with 23 U.S.C. 134 and 135; 42 U.S.C. 7410 et seq.; 49 U.S.C. 5303 and 5304; 49 CFR 1.48, 1.51 and 613 et seq.; 23 CFR 450 et seq.  Special care would be taken with hardship acquisition and protective buying procedures in connection with properties subject to the provisions of 49 U.S.C. 303, commonly referred to as Section 4(f) [parks] or 16 U.S.C. 470(f) [historic properties], until the required Section 4(f) determinations and the procedures of the Advisory Council on Historic Preservation are met.	Caltrans ROW Agent	Final Design			EIR/EIS Section 3.1.4, Community Impacts, Relocations and Real Property Acquisition			
<b>Utilities / Emergency Services (minimization)</b>									
UT-1	Caltrans would coordinate with all affected private and public service utilities during the design stage to identify any potential conflicts with existing utilities. This process would	PE	Final Design			EIR/EIS Section 3.1.5, Utilities / Emergency Services			

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	include evaluation of ways to avoid utility relocations by refining the project design and/or protecting existing utilities in place. After seeking approval from utility providers, final relocation/protection in place measures would be incorporated into the final plans and specifications. Per Caltrans requirements, all linear underground utilities within Caltrans' ROW would be encased from ROW to ROW in either steel or concrete.								
UT-2	Caltrans would coordinate the proposed project work with the emergency service providers in the area. Contractors would work closely with the Antelope Valley and Newhall CHP areas to determine the best time for closures and detours if necessary. Utilizing CHP officers for traffic control (COZEEP), potential temporary speed reductions, and proper signage would be utilized as needed.	PE	Pre- Construction			EIR/EIS Section 3.1.5, Utilities / Emergency Services			
<b>Traffic and Transportation / Pedestrian and Bicycle Facilities (avoidance and minimization)</b>									
TRAF-1	Construction of the proposed improvements would be staged to minimize impacts to traffic on SR-138, I-5 and SR-14 during construction.	PE	Construction			EIR/EIS Section 3.1.6, Traffic and Transportation			
TRAF-2	A minimum of two lanes would remain open during the construction period. Temporary detours are needed at several locations along the corridor where the proposed facility intersects the existing to avoid full closure of the highway.	PE	Construction			EIR/EIS Section 3.1.6, Traffic and Transportation			
TRAF-3	Implement the Northwest 138 Corridor Improvement Project Revised Traffic Management Plan (TMP) to address specific short-term traffic impacts during construction of the proposed project. The TMP contains the following elements intended to reduce traveler delay and enhance traveler safety. These elements may be refined during final design for implementation during project construction. <ul style="list-style-type: none"> <li>Public Information</li> <li>Motorist Information Strategies</li> <li>Incident Management</li> <li>Construction Zone Enhanced Enforcement Program (COZEEP)</li> <li>Alternate Route Strategies</li> </ul>	RE	Construction			EIR/EIS Section 3.1.6, Traffic and Transportation / Pedestrian and Bicycle Facilities			
TRAF-4	Coordination between Caltrans and the County of Los Angeles would be required during construction to ensure that potential impacts where the trails converge at SR-138 and Ridge Route Road are minimized by avoiding concurrent construction at this intersection.	RE	Pre-Construction; Construction			EIR/EIS Section 3.1.6, Traffic and Transportation / Pedestrian and Bicycle Facilities			
TRAF-5	Temporary re-routing of bicycle traffic may be required during the second stage of construction. As such, bicycling advocacy groups would be included in the planning of detours which may affect bicycle traffic.	RE	Construction			EIR/EIS Section 3.1.6, Traffic and Transportation / Pedestrian and Bicycle Facilities			
<b>Visual / Aesthetics (minimization)</b>									

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VIS-1	To the extent practicable, preserve existing vegetation through thoughtful alignment of the route so that large areas of vegetation are not in the alignment's path.  During construction, minimize disturbance of and protect in place the existing native vegetation, such as native riparian vegetation, California juniper, and Joshua trees, as much as possible.	Caltrans Landscape Architect; PE	Final Design; Construction			EIR/EIS Section 3.1.7, Visual / Aesthetics			
VIS-2	Use context sensitive street lighting designs. The project's lighting design shall be consistent with Caltrans and County lighting guidelines and standards and would be developed in coordination with Caltrans Landscape Architecture staff for areas within state right-of-way as well as with County staff.	Caltrans Landscape Architect; PE	Final Design; Construction			EIR/EIS Section 3.1.7, Visual / Aesthetics			
VIS-3	The project should consolidate signs to minimize visual clutter. Lack of visual obstructions, such as cables and billboards is desirable. To the extent practicable, place traffic control cabinets, irrigation controller cabinets, electrical systems cabinets, etc. so that are not in direct view of the public.	Caltrans Landscape Architect; PE	Final Design			EIR/EIS Section 3.1.7, Visual / Aesthetics			
VIS-4	Grading shall appear natural through slope rounding and geomorphic grading that facilitates a smooth and seamless transition from existing to new slopes.	PE	Final Design			EIR/EIS Section 3.1.7, Visual / Aesthetics			
VIS-5	To the extent practicable, keep elevated structures as low as possible or design to integrate them within the surrounding environment.	CPE	Final Design			EIR/EIS Section 3.1.7, Visual / Aesthetics			
VIS-6	Plant native vegetation to replace the vegetation that would be removed or affected by construction activity. It should be consistent with the character of the adjacent community landscape.  Where feasible, vegetation would be planted between roadway and communities to provide a visual buffer.  Use context-sensitive aesthetic treatments on structures and architecture and provide context sensitive design through color incorporated into the project elements. The aesthetic features shall be developed in coordination with Caltrans Landscape Architecture.	Caltrans Landscape Architect; Caltrans Resident Engineer	Design; Construction			EIR/EIS Section 3.1.7, Visual / Aesthetics			
<b>Cultural Resources – (avoidance, minimization, &amp; mitigation measures)</b>									
CUL-1	Caltrans will develop a project- level Programmatic Agreement (PA) in consultation with the SHPO to identify mitigation measures for the purposes of reducing impacts to eligible historical properties. Caltrans would prepare a Historic Property Treatment Plan (HPTP) in consultation with SHPO to plan for additional fieldwork, including phased archaeological survey and evaluation of sites and assessment of effects. A part of the HPTP, Caltrans will develop a research design that contributes to the broader analysis of the prehistoric archaeology of the Antelope Valley. In addition, Caltrans will develop an Environmentally Sensitive Areas (ESA) Action Plan to protect the significant	Caltrans Cultural Resources Specialist; RE	Final Design; Construction			EIR/EIS Section 3.1.8, Cultural Resources			

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	<p>portions of two archaeological sites (SR-049, SR-051). The HPTP will be prepared in accordance with the SHPO guidelines and Caltrans processes and procedures as identified in the Section 106 PA and Volume 2 of the Caltrans Standard Environmental Reference. To the extent possible, continuous efforts would be made to avoid or minimize impacts to the sites as engineering details advance by utilizing all practical design techniques.</p> <p>If unanticipated discoveries occur, Section 106 consultation with the SHPO would be reopened, if appropriate. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.</p>								
<b>CUL-2</b>	<p>Caltrans would incorporate mitigation measures for Kinsey Mansion in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68). Pursuant to Section 106, before construction work at the Mansion takes place, the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) shall be contacted to determine what level and kind of recordation is required for the property. All documentation shall be completed and accepted by HABS/HAER before construction work at the Mansion begins.</p>	<p>Caltrans Cultural Resources Specialist; RE</p>	<p>Final Design; Pre-Construction</p>			<p>EIR/EIS Section 3.1.8, Cultural Resources</p>			
<b>CUL-3</b>	<p>If unanticipated discoveries occur, Section 106 consultation with the SHPO would be reopened, if appropriate. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find. In the event that additional discoveries or unanticipated effects are encountered during construction, Caltrans would ensure that proper notification is given to the State Historic Preservation Officer (SHPO) at the Office of Historic Preservation and to the Cultural Studies Office (CSO) at Caltrans State Headquarters.</p>	<p>Caltrans Cultural Resources Specialist; RE</p>	<p>Construction</p>			<p>EIR/EIS Section 3.1.8, Cultural Resources</p>			
<b>CUL-4</b>	<p>If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC), which would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the Caltrans District 7 Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.</p>	<p>Caltrans Cultural Resources Specialist; RE</p>	<p>Construction</p>			<p>EIR/EIS Section 3.1.8, Cultural Resources</p>			

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CUL-5	Historic American Building Survey/Historic American Engineering Record (HABS/HAER) Recordation. Pursuant to Section 106, before construction work at the Kinsey Mansion takes place, the HABS/HAER shall be contacted to determine what level and kind of recordation is required for the property. All documentation shall be completed and accepted by HABS/HAER before construction work at the Mansion begins.	Caltrans Cultural Resources Specialist	Pre- Construction			Section 4(f) Evaluation		HABS/HAER work should be listed in the specifications as a first order of work.	
CUL-6	Copies of the HABS/HAER report shall be disseminated to the local libraries. Information from the HABS/HAER report shall be available to the public on an appropriate websites.	Caltrans Cultural Resources Specialist	Post-Construction			Section 4(f) Evaluation			
CUL-7	Fencing visually similar to the original fencing would be installed at the Kinsey Mansion.	Caltrans Cultural Resources Specialist; Caltrans Landscape Architect; RE	Construction			Section 4(f) Evaluation			
CUL-8	Compensation for the loss of land from the Mansion property would be made through the Caltrans ROW acquisition process before project construction.	Caltrans ROW Agent; PE	Pre- Construction			Section 4(f) Evaluation			
CUL-9	As part of the early planning process, ROW from the Kinsey Mansion has been minimized by reducing the median width from 62 feet to 22 feet. The take would be further minimized by using a retaining wall instead of an earth-slope to stabilize the roadway at the Kinsey Mansion.  The retaining wall proposed for the Kinsey Mansion area shall be treated with a rustic rock finish, including color.	PE	Final Design			Section 4(f) Evaluation			
<b>Hydrology and Floodplain (avoidance and minimization measures)</b>									
HYDRO-1	All storm drain outlets would have appropriate energy dissipation prior to discharging into natural water courses to minimize the potential for erosion. These energy dissipaters would consist of riprap aprons at the foot of all storm drain headwall outlets and down drains discharging to natural water courses. The riprap aprons would be appropriately sized based on the velocity of flow at the outlet and in accordance with <i>the California Bank and Shore Rock Slope Protection Design Manual (October 2000)</i> .	PE	Final Design			EIR/EIS Section 3.2.1, Hydrology and Floodplain			
HYDRO-2	The contractor shall be required to follow pertinent paragraphs of the Caltrans manual, California Standard Specifications, Section, 7 – 1.01G which begins, “The contractor shall exercise every reasonable precaution to protect streams from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials”. Construction byproducts and pollutants such as oil, cement, and wash-water shall be prevented from discharging into the stream and shall be collected and removed from the site. No equipment may be parked within the immediate watershed of the stream channel. Equipment may be refueled and serviced at an “equipment laydown” area out of the immediate watershed...”	RE	Construction			EIR/EIS Section 3.2.1, Hydrology and Floodplain			
HYDRO-3	Silt fencing (or filter fabric) shall be used to catch any short-term erosion or sedimentation that may inadvertently occur.	RE	Construction			EIR/EIS Section 3.2.1, Hydrology and Floodplain			

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	Measures may include but not be limited to the use of sediment basins and/or silt fences. This requirement corresponds to California Standard Specifications, Section 7-1.01G, "Where working areas encroach on live streams, barriers to adequately protect the flow of muddy water into streams shall be constructed and maintained between working areas and streams..." Ditches should be installed at the top of the cut/toe of fill areas and the bare slopes should be re-vegetated with non-invasive, native vegetation found within the project study area.								
<b>HYDRO-4</b>	Using non-erodible, clean materials, cofferdams or temporary berms shall be built to keep construction activities out of the live stream. Water from these construction envelopes shall be transported off-site or pumped to sediment or percolation basins. The dams or berms shall not impede the movement of fish at any time. Before the first heavy rains, sediment basins shall be cleaned of accumulated debris and the debris transported outside the area for disposal.	RE	Construction			EIR/EIS Section 3.2.1, Hydrology and Floodplain			
<b>Water Quality and Storm Water Runoff (avoidance and minimization)</b>									
<b>WQ-1</b>	The Temporary Construction Site BMP strategy for the project would consist of the following: <ul style="list-style-type: none"> <li>• Soil Stabilization Measures</li> <li>• Sediment Control Measures</li> <li>• Tracking Control</li> <li>• Non-Storm Water Management Measures</li> <li>• General Construction Site Management</li> <li>• Storm Water Sampling and Analysis</li> </ul>	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
<b>WQ-2</b>	The Job Site BMP strategy for the project would consist of the following: <ul style="list-style-type: none"> <li>• Non-Stormwater Management <ul style="list-style-type: none"> <li>○ Materials Handling</li> <li>○ Paving Operations</li> <li>○ Stockpile Management</li> <li>○ Water Conservation Practices</li> <li>○ Storm Drain Inlet Protection</li> <li>○ Stabilized Construction Entrance/Exit</li> </ul> </li> <li>• Waste Management <ul style="list-style-type: none"> <li>○ Spill Prevention and Control</li> <li>○ Solid Waste Management</li> <li>○ Hazardous Waste Management</li> <li>○ Contaminated Soil Management</li> <li>○ Concrete Waste Management</li> <li>○ Sanitary/Septic Waste Management</li> <li>○ Liquid Waste Management</li> </ul> </li> </ul>	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
<b>WQ-3</b>	The minimum erosion control measures considered for this project would include: <ul style="list-style-type: none"> <li>• Move-in/Move-out (Erosion Control)</li> <li>• Fiber rolls</li> <li>• Rolled Erosion Control Product (Netting)</li> </ul>	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			

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	The move-in/move-out (erosion control) would be required due to the size and the three-year duration of the project construction and would be utilized to ensure permanent erosion control stabilization is in place. The fiber rolls would be placed on disturbed soils to remain unpaved or unlined. The rolled erosion control product (netting) would be placed in all drainage ditches and slopes greater than 4(H):1(V). Hard surfaces for the project drainage are anticipated to consist of rock slope protection and the end of pipe and culvert outlets.								
WQ-4	All work in waterways would be scheduled per regulatory requirements and would be detailed in the project's special provisions during the PS&E phase. Maintenance pullouts would be considered for the project, and side slopes would be specified as flat as possible to minimize erosion and for ease of maintenance. Concentrated flows would be collected into stabilized earth ditches or lined ditches.  Work areas in waterways would be reduced to the maximum extent feasible to minimize impacts.	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-5	Staging areas would be outside waterways to reduce direct and indirect impacts on lakes, creeks, and drainages in the project area.	RE	Pre-Construction; Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-6	Measures would be implemented during construction to minimize the potential for dust, debris, and construction materials to fall into waterways, or otherwise leave the construction area.	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-7	Implement appropriate hazardous material BMPs to reduce the potential for chemical spills or containment releases into water bodies, including any non-storm water discharge.	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-8	All equipment refueling and maintenance would be conducted in the upland staging area per standard specifications and regulatory permits. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation.	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-9	All trash and construction debris would be removed from channels and construction areas on a daily basis. All BMPs would be properly maintained during project construction and removed upon completion of construction activities. After completion of the project, all construction equipment and materials would be removed from the project area, and the project area would be returned to pre-project conditions.	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-10	Storm water from the project would discharge to Department of Water Resources (DWR)'s jurisdiction. Work within DWR's ROW at the California Aqueduct crossings would need to be conducted during winter months when the demand for water supply is relatively low. The proposed drainage and storm water treatment design would be reviewed by DWR during the design phase of the project.	PE, RE	Pre- Construction; Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-11	The following measures from the Preliminary Geotechnical Design Report prepared for the project would be	RE; Caltrans Landscape Architect	Construction			EIR/EIS Section 3.2.2, Water Quality			

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	<p>implemented to minimize surficial instability and erosion for cut slopes with a gradient of 2H:1V:</p> <ul style="list-style-type: none"> <li>The upper 4 feet of slope face would be covered with materials with a minimum internal friction angle of 30 degrees and a minimum cohesion of 180 psf. This Select Material should be properly keyed and benched into the sloping ground, and this would require overcutting the slope and re-building the slope with the above Select Material.</li> <li>The slope face would be covered with special man-made erosion control mats or geo-fabric.</li> <li>The slope face would be planted with low-maintenance ground cover that is adaptable to the desert-like arid conditions. A landscape architect specializing in arid environment should be consulted to select the proper ground cover.</li> <li>Slope benching would be used to flatten the overall gradient of the cut slope; the bench would also reduce the velocity of water flowing past the slope face. However, benching alone would not eliminate erosion of the slope face; treatment of the slope face using Select Material, slope planting or special matting is still required.</li> </ul>								
WQ-12	Following completion of construction activities, appropriate erosion control measures would be implemented to ensure that soils disturbed by construction are stabilized, to minimize non-storm water discharges into water bodies in the project area, and to meet the requirements of the Los Angeles and Lahontan RWQCB and project permits.	RE	Construction; Post-Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-13	Vegetation removed from the project area would be treated and disposed in a manner that would prevent the spread of invasive species on- or off-site. If erosion control seed mixes are used, they would be composed of non-invasive species, and all erosion control would be conducted in a manner that would not result in the spread of invasive species.	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-14	The Project would be required to comply with the Construction General Permit (CGP), which would include the following components: <ul style="list-style-type: none"> <li>Risk assessment;</li> <li>Storm Water Sampling;</li> <li>Storm Water Pollution Prevention Plan (SWPPP); and,</li> <li>Rain Event Action Plan (REAP)</li> </ul>	RE	Construction			EIR/EIS Section 3.2.2, Water Quality			
WQ-15	The SWPPP would include the development of a Construction Site Monitoring Program that would present procedures and methods related to the visual monitoring and sampling and analysis plans for non-visible pollutants, sediment, turbidity, pH, and receiving waters.	PE	Final Design			EIR/EIS Section 3.2.2, Water Quality			
WQ-16	In compliance with Caltrans Statewide NPDES Permit Order No. 99-06 DWQ, NPDES No. CAS000003, a notification of construction (NOC) would be filed with the Los Angeles and Lahontan RWQCBs at least 30 days before the start of construction.	RE	Pre-Construction			EIR/EIS Section 3.2.2, Water Quality			

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<b>Geology / Soils / Seismic / Topography (avoidance and minimization)</b>									
GEO-1	The proposed improvements would be designed to meet current standards, which would minimize the vulnerability of the roadway and supporting structures to damage from fault rupture.  Special design considerations would be incorporated into the seismic design of retaining walls within the Alquist-Priolo Special Studies Zone to minimize potential impacts.	PE	Final Design			EIR/EIS Section 3.2.3, Geology/ Soils/ Seismic/ Topography			
GEO-2	During a seismic event, Quail Lake would be susceptible to the risk of seiches, which could result in flooding in the area of the proposed improvements. Therefore, seismic design features shall be incorporated into the project to minimize potential impacts on the risk of seiches.	PE	Final Design			EIR/EIS Section 3.2.3, Geology/Soils/Seismic/Topography			
GEO-3	<ul style="list-style-type: none"> <li>Where compacted fill would be used, existing compressible surficial materials including topsoil, loose, soft alluvium, or fill soil, dry or saturated soil and otherwise unsuitable materials must be removed prior to fill placement.</li> <li>A minimum over excavation of two feet is recommended within all areas that would receive fill; the over excavation should extend horizontally with a minimum distance of two feet from edges of new fills.</li> <li>Fill on sloping ground should be properly keyed and benched into existing ground and placed as specified in Caltrans Standard Specifications.</li> <li>Over excavations should be observed by qualified geotechnical personnel to verify that firm and unyielding bottoms are exposed.</li> </ul>	RE	Construction			EIR/EIS Section 3.2.3, Geology/Soils/Seismic/Topography			
GEO-4	Settlement magnitude and settlement period should be evaluated using site-specific soil borings and laboratory test results during the PS&E phase. Settlement, global stability, and surficial stability of all fill slopes would be evaluated during the PS&E phase.	PE	Final Design			EIR/EIS Section 3.2.3, Geology/Soils/Seismic/Topography			
GEO-5	For cut slopes with a gradient of 4H: 1V or flatter, surficial stability is not a design concern. The following measures or a combination of the measures can be used to minimize surficial instability for cut slopes with a gradient of 2H: 1V: <ul style="list-style-type: none"> <li>Cover the upper four feet of slope face using materials with a minimum internal friction angle of 30 degrees and a minimum cohesion of 180 psf. This Select Material should be properly keyed and benched into the sloping ground. This would require over-cutting the slope and rebuilding the slope with the above Select Material.</li> <li>Cover the slope face with special man-made erosion control mats or geo-fabric.</li> <li>Plant the slope face with low-maintenance ground cover that is adaptable to the desert-like arid conditions. A landscape architect specializing in arid environments</li> </ul>	PE	Final Design			EIR/EIS Section 3.2.3, Geology/Soils/Seismic/Topography			

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	<p>should be consulted to select the appropriate ground cover.</p> <ul style="list-style-type: none"> <li>Use slope benching to flatten the overall gradient of the cut slope; the bench would also reduce the velocity of water flowing past the slope face. Treatment of the slope face using Select Material, slope planting, or special matting is required.</li> </ul>								
<b>GEO-6</b>	Where steeper slopes are to be retained, modified standard plan design or special-design walls would be required.	PE	Final Design			EIR/EIS Section 3.2.3, Geology/Soils/Seismic/Topography			
<b>GEO-7</b>	Modified standard plan design and/ or special-design walls would be needed for seismic design of all wall types within the San Andreas Fault zone. Large ground accelerations and lateral displacements could occur in this area and special designs must be considered.	PE	Final Design			EIR/EIS Section 3.2.3, Geology/Soils/Seismic/Topography			
<b>GEO-8</b>	<p>The minimum erosion control measures considered for this project would include:</p> <ul style="list-style-type: none"> <li>Move-in/Move-out (Erosion Control)</li> <li>Fiber rolls</li> <li>Rolled Erosion Control Product (Netting)</li> <li>All work in waterways would be scheduled per regulatory requirements and would be detailed in the project's special provisions during the PS&amp;E phase. Maintenance pullouts would be considered for the project, and side slopes would be specified as flat as possible to minimize erosion and for ease of maintenance. Concentrated flows would be collected into stabilized earth ditches or lined ditches.</li> </ul> <p>See WQ-1 through WQ-16</p>	PE; RE	Design; Construction			EIR/EIS Section 3.2.3, Geology/Soils/Seismic/Topography			
<b>GEO-9</b>	Given seismic concerns in the area adjacent to the San Andreas Fault, a fault study shall be completed during the design phase. Special structure design shall be incorporated into the new bridge location near Gorman Post Road to tolerate potential offset due to fault rupture.	PE	Final Design			EIR/EIS Section 3.2.3, Geology/Soils/Seismic/Topography			
<b>Paleontology (avoidance, minimization, and mitigation)</b>									
<b>PALEO-1</b>	A Paleontological Mitigation Plan will be prepared by qualified Principal Paleontologist after the location and extent of the project excavation has been defined. The Plan will establish monitoring locations and frequency based on the sensitivity of the geologic units and the location and extent of the planned excavation activities.	PE; Caltrans Paleontology Specialist	Final Design			EIR/EIS Section 3.2.4, Paleontology			
<b>PALEO-2</b>	The qualified Principal Paleontologist would meet the qualifications outlined under preparer qualifications in the Caltrans Standard Environmental Reference, Volume 1, Chapter 8, Paleontology. The Principal Paleontologist would be responsible for implementing the mitigation plan and maintaining professional standards of work. The Principal Paleontologist would designate a project team that includes a qualified field supervisor and qualified monitors.	Caltrans Paleontology Specialist	Construction			EIR/EIS Section 3.2.4, Paleontology			

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Northwest LA-138 Corridor Improvement Project

Commitment ID	Task and Brief Description	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Permits, Specs, Plans, References	Task Completed	Remarks	Environmental Compliance
PALEO-3	All paleontological personnel would receive a copy of the paleontological mitigation plan, daily forms and appropriate maps and would read and sign the Code of Safe Practices.  All paleontological personnel would receive any mandated safety training and environmental awareness training before performing any work.	RE	Construction			EIR/EIS Section 3.2.4, Paleontology			
PALEO-4	Monitors would be fielded for all excavations in the Ridge Route, Hungry Valley, and Santa Margarita formations as well as the Pleistocene older alluvial sediments. All excavations greater than 11 feet deep in the Holocene sediments would be monitored.	RE; Caltrans Paleontology Specialist	Construction			EIR/EIS Section 3.2.4, Paleontology			
PALEO-5	All monitoring paperwork and photographs would be submitted to the Principal Paleontologist weekly. As needed, paperwork and photographs would be submitted to the Caltrans Task Manager/Paleontology Coordinator.	Caltrans Paleontology Specialist	Construction			EIR/EIS Section 3.2.4, Paleontology			
PALEO-6	Upon conclusion of earthmoving, a final Paleontological Mitigation Report (PMR) would be prepared. The report would be submitted to the Caltrans Task Manager/ Paleontology Coordinator for approval. Copies of the final report would go to Caltrans, the repository if scientifically valuable fossils have been collected, and other parties as requested.	Caltrans Paleontology Specialist	Construction			EIR/EIS Section 3.2.4, Paleontology			
PALEO-7	Discovery of fossils potentially meeting significance criteria requires immediate notice to the Caltrans Task Manager/ Paleontology Coordinator for the project. Agency personnel would be party to all discussions regarding recovery, documentation, analysis and curation.	RE; Caltrans Paleontology Specialist	Construction			EIR/EIS Section 3.2.4, Paleontology			
PALEO-8	Fossils meeting significance criteria would be curated in perpetuity at a Caltrans approved repository along with all project data and a copy of the final report. The repository will be identified in the Paleontological Resources Mitigation Plan.	Caltrans Paleontology Specialist	Construction			EIR/EIS Section 3.2.4, Paleontology			
<b>Hazardous Waste / Materials (Avoidance and Minimization)</b>									
HW-1	Additional field inspections/reconnaissance to identify environmental concerns would be required. The following investigations would be implemented: <ul style="list-style-type: none"> <li>• Site investigations (soil sampling);</li> <li>• ADL investigation; and</li> <li>• ACM/LBP surveys: Although ACM/LBP would be avoided to the extent practicable, there are approximately 7 structures, 195,000 linear feet of striping removal, and 22,500 linear feet of underground utilities that would require surveys and investigation. \$50,000 should be allotted to perform the investigations.</li> </ul> Treated Wood Waste (TWW): \$210,000 should be allotted for the investigations and removal of approximately 1,400 tons of material.	PE; Caltrans Hazardous Waste Specialist	Pre- Construction			EIR/EIS Section 3.2.5, Hazardous Waste / Materials			
HW-2	As part of the project design, a Soil Management Plan would be developed and implemented to ensure that soil excavated during construction that is impacted by metals, petroleum	PE; Caltrans Hazardous Waste Specialist	Pre- Construction			EIR/EIS Section 3.2.5, Hazardous Waste / Materials			

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	hydrocarbons, and/or pesticides is handled, stockpiled, and disposed of in accordance with federal, State, and local regulations. Reuse of ADL-impacted soils within the project footprint would be in accordance with the California Department of Toxic Substances and Control ADL Agreement for reuse within Caltrans ROW. Approximately \$200-\$300/ton of excavated (impacted) soil shall be allocated.								
HW-3	Prepare a Construction Contingency Plan (CCP) in accordance with Caltrans' Unknown Hazards Procedures for Construction. The CCP would include provisions for emergency response in the event that unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes are discovered during construction activities. The CCP would also address UST decommissioning, field screening, contaminant materials testing methods, mitigation and contaminant management requirements, and health and safety requirements for construction workers. Approximately \$200-\$300/ton of excavated (impacted) soil shall be allocated for this project.	PE; Caltrans Hazardous Waste Specialist	Final Design			EIR/EIS Section 3.2.5, Hazardous Waste / Materials			
HW-4	If dewatering is required, conduct a groundwater evaluation to assess disposal alternatives and to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES), during the preparation of Plans, Specifications, and Estimates (PS&E). Whenever possible, adjust the alignment to avoid areas of contaminated groundwater. To avoid or minimize exposure to contaminated groundwater, containerize, sample, and/or treat groundwater for disposal, discharge into the stormdrain system through an NPDES permit, or dispose in a recycling facility. Approximately \$2-\$3/ gallon needs to be allocated for dewatering purposes.	PE; Caltrans Hazardous Waste Specialist	Pre- Construction			EIR/EIS Section 3.2.5, Hazardous Waste / Materials			
HW-5	Prior to the completion of full or partial acquisition of properties that have not been fully assessed, conduct additional site investigations to identify RECs. As required by Caltrans policy, properties identified as having RECs would not be acquired until characterization is complete and closure is achieved to ensure that all properties acquired are free of hazardous wastes/materials. Approximately \$50,000-\$75,000 needs to be allocated for additional investigation for each acquired property.	PE; Caltrans Hazardous Waste Specialist	Pre- Construction; Construction			EIR/EIS Section 3.2.5, Hazardous Waste / Materials			
HW-6	Farm USTs were not regulated historically. As such, there is potential to encounter USTs/ASTs during construction on ranches and farming properties within the study area. Therefore, sample below USTs/ASTs, piping and dispensers for TPH, VOCs and metals at ranches with farming operations. Approximately \$20,000-\$30,000 needs to be allocated for additional investigations for each farmland with USTs/ASTs.	PE; Caltrans Hazardous Waste Specialist	Pre- Construction; Construction			EIR/EIS Section 3.2.5, Hazardous Waste / Materials			
HW-7	Remove and sample under commercial/industrial treatment systems for petroleum, TPH, VOCs, PCBs, and metals.	PE; Caltrans Hazardous Waste Specialist	Pre- Construction			EIR/EIS Section 3.2.5, Hazardous Waste / Materials			

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<b>Air Quality (Avoidance and Minimization)</b>									
AQ-1	<p>During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions would be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the South Coast Air Quality Management District (SCAQMD) Rule 403. These control techniques would be indicated in project specifications.</p> <ul style="list-style-type: none"> <li>All material excavated or graded would be sufficiently watered to prevent excessive amounts of dust.</li> <li>Watering would occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.</li> <li>All material transported on site or off site would be either sufficiently watered or securely covered to prevent excessive amounts of dust.</li> <li>The area disturbed by clearing, grading, earthmoving, or excavation operations would be minimized so as to prevent excessive amounts of dust.</li> <li>Visible dust beyond the property line emanating from the project would be prevented to the maximum extent feasible.</li> </ul> <p>Additionally, the Best Available Control Measures (BACMs) and Reasonably Available Control Measures (RACMs) specified in SCAQMD's Rule 403 Implementation Handbook shall be incorporated into the project construction.</p>	RE	Construction			EIR/EIS Section 3.1.3, Air Quality			
AQ-2	Project grading plans would show the duration of construction. Ozone precursor emissions from construction equipment vehicles would be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications.	PE; RE	Construction			EIR/EIS Section 3.1.3, Air Quality			
AQ-3	All trucks that are to haul excavated or graded material on site would comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.	Caltrans Resident Engineer	Construction			EIR/EIS Section 3.1.3, Air Quality			
AQ-4	The contractor would adhere to the California Department of Transportation (Caltrans) Standard Specifications for Construction (Sections 14.9-02 and 14-9.03).	RE	Construction			EIR/EIS Section 3.1.3, Air Quality			
AQ-5	Should the project geologist determine that asbestos-containing materials (ACMs) are present at the project study area during final inspection prior to construction, the appropriate methods would be implemented to remove ACMs.	RE Caltrans Hazardous Waste Specialist	Construction			EIR/EIS Section 3.1.3, Air Quality			
AQ-6	All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes.	RE	Construction			EIR/EIS Section 3.1.3, Air Quality			
AQ-7	Landscaping reduces surface warming, and through photosynthesis, decreases CO2. Landscaping would be provided where necessary within the corridor to provide aesthetic treatment, replacement planting, or mitigation	PE; Caltrans Landscape Architect	Construction			EIR/EIS Section 3.1.3, Air Quality			

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	planting for the project. The landscape planting would help offset any potential CO2 emissions increase.								
AQ-8	The project would recommend the use of energy-efficient lighting, such as light emitting diode (LED) traffic signals. LED bulbs—or balls, in the stoplight vernacular—cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which would also help reduce the project’s CO2 emissions.	PE	Construction			EIR/EIS Section 3.1.3, Air Quality			
AQ-9	According to Caltrans Standard Specification Provisions, idling time for lane closure during construction is restricted to 10 minutes in each direction. In addition, the contractor must comply with Title 13, California Code of Regulations (CCR) Section 2449(d)(3) that was adopted by the ARB on June 15, 2008. This regulation restricts idling of construction vehicles to no longer than 5 consecutive minutes. Compliance with this regulation reduces harmful emissions from diesel-powered construction vehicles.	RE	Construction			EIR/EIS Section 3.1.3, Air Quality			
AQ-10	Pursuant to 40 CFR 93.115 and 93.117, construction activities would be required to comply with the mitigation and control measures included in Appendix IV-A of the 2007 AQMP.	RE	Construction			EIR/EIS Section 3.1.3, Air Quality			
<b>Noise and Vibration (Avoidance and Minimization)</b>									
NOISE-1	Control noise from construction activities in accordance with Caltrans Standard Specifications and Standard Special Provisions for “Noise Control.”	RE	Construction			EIR/EIS Section 3.1.4, Noise and Vibration			
NOISE-2	Use newer equipment with improved noise muffling and ensure that all equipment items have the manufacturers’ recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment would generally be quieter in operation than older equipment.	RE	Construction						
NOISE-3	Construction activities shall be limited to the hours specified by applicable local noise ordinances, Monday through Friday, excluding weekends and holidays. If construction is needed outside those hours, coordination with the affected local jurisdiction would be necessary.	RE	Construction			EIR/EIS Section 3.1.4, Noise and Vibration			
<b>Energy (Minimization measures)</b>									
ENERGY-1	As part of the Plans, Specifications, and Estimates (PS&E), a construction efficiency plan would be prepared, which may include the following: <ul style="list-style-type: none"> <li>• Reuse of existing rail, steel, and lumber wherever possible, such as for falsework, shoring, and other applications during the construction process.</li> <li>• Recycling of asphalt taken up from roadways, if practicable and cost-effective.</li> <li>• Use of newer, more energy-efficient equipment where feasible, and maintenance of older construction equipment to keep in good working order.</li> </ul>	PE	Final Design			EIR/EIS Section 3.1.5, Energy			

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	<ul style="list-style-type: none"> <li>Scheduling of construction operations to efficiently use construction equipment (i.e., only haul waste when haul trucks are full and combine smaller dozer operations into a single comprehensive operation, where possible).</li> <li>Promotion of construction employee carpooling.</li> </ul>								
<b>Biology- Natural Communities</b> (Avoidance, Minimization, and/or Mitigation)									
<b>BIO-1</b>	<p><b>Note: BIO-1 through BIO-4</b> relate to the following the CDFW identified sensitive vegetation communities, Southern Cottonwood Willow Riparian Forest and Southern Willow Scrub Communities. Caltrans would employ the use of a qualified biologist to implement avoidance and minimization measures with the guidance of CDFW staff.</p> <p>Whenever possible these sensitive riparian communities shall be preserved in place. A qualified biologist shall protect these riparian communities by establishing an environmentally sensitive area (ESA), using brightly colored fencing and monitoring any clearing and grubbing related construction activities.</p>	Caltrans Biologist	Construction			Section 3.3.1 of the EIR/EIS			
<b>BIO-2</b>	When impacts to these riparian communities are unavoidable, trees and large shrubs shall be trimmed under the direction of a licensed arborist. Large trees and shrubs marked for removal would be relocated to a nursery by a qualified arborist and preserved to be replaced on-site once construction is complete, whenever possible.	Caltrans Biologist	Construction			Section 3.3.1 of the EIR/EIS			
<b>BIO-3</b>	On-site mitigation plantings shall have a plant reestablishment period no less than two years. On-site mitigation plantings shall be monitored by a qualified biologist seasonally to determine health and viability. If it is determined that an on-site planting is in poor health, it shall be replaced by a healthy individual and monitored.	Caltrans Biologist; Caltrans Landscape Architect	Construction			Section 3.3.1 of the EIR/EIS			
<b>BIO-4</b>	If on-site relocation of individuals or on-site plantings are not possible after construction is complete, off-site mitigation shall be conducted.	Caltrans Biologist; Caltrans Landscape Architect	Post- Construction			Section 3.3.1 of the EIR/EIS			
<b>BIO-5</b>	<p><b>BIO-5 through BIO-8</b> relate to the following the CDFW identified sensitive vegetation community, Joshua tree (<i>Yucca brevifolia</i>) woodland. Caltrans would employ the use of a qualified biologist to implement avoidance and minimization measures with the guidance of CDFW staff.</p> <p>Whenever possible Joshua tree woodland shall be preserved in place. A qualified biologist shall protect Joshua tree woodland by establishing an environmentally sensitive area (ESA), using brightly colored fencing and monitoring any clearing and grubbing related construction activities.</p>	Caltrans Biologist; Caltrans Landscape Architect	Post-Construction			Section 3.3.1 of the EIR/EIS			
<b>BIO-6</b>	When impacts to Joshua tree woodland are unavoidable, trees and large shrubs shall be trimmed under the direction of a licensed arborist. Large trees and shrubs marked for removal would be relocated to a nursery by a qualified	Caltrans Biologist	Final Design			Section 3.3.1 of the EIR/EIS			

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	arborist and preserved to be replaced on-site once construction is complete, whenever possible.								
BIO-7	On-site mitigation plantings shall have a plant reestablishment period no less than two years. On-site mitigation plantings shall be monitored by a qualified biologist seasonally to determine health and viability. If it is determined that an on-site planting is in poor health, it shall be replaced by a healthy individual and monitored.	Caltrans Biologist; RE	Final Design; Construction			Section 3.3.1 of the EIR/EIS			
BIO-8	If on-site relocation of individuals or on-site plantings are not possible after construction is complete, off-site mitigation shall be conducted.	Caltrans Biologist; Caltrans Maintenance Engineer	Construction			Section 3.3.1 of the EIR/EIS			
BIO-9	<b>BIO-9 through BIO-12</b> relate to the following slow-growing vegetation community, California juniper ( <i>Juniperus californica</i> ) woodland. Caltrans would employ the use of a qualified biologist to implement avoidance and minimization measures with the guidance of CDFW staff.  Whenever possible California juniper woodland shall be preserved in place. A qualified biologist shall protect Joshua tree woodland by establishing an environmentally sensitive area (ESA), using brightly colored fencing and monitoring any clearing and grubbing related construction activities.	Caltrans Biologist; RE	Final Design/ Construction			Section 3.3.1 of the EIR/EIS			
BIO-10	When impacts to California juniper woodland are unavoidable, trees and large shrubs shall be trimmed under the direction of a licensed arborist. Large trees and shrubs marked for removal would be relocated to a nursery by a qualified arborist and preserved to be replaced on-site once construction is complete, whenever possible.	Caltrans Biologist; RE	Final Design			Section 3.3.1 of the EIR/EIS			
BIO-11	On-site mitigation plantings shall have a plant reestablishment period no less than two years. On-site mitigation plantings shall be monitored by a qualified biologist seasonally to determine health and viability. If it is determined that an on-site planting is in poor health, it shall be replaced by a healthy individual and monitored.	Caltrans Biologist; RE	Final Design			Section 3.3.1 of the EIR/EIS			
BIO-12	If on-site relocation of individuals or on-site plantings are not possible after construction is complete, off-site mitigation shall be conducted.	Caltrans Biologist; RE	Final Design			Section 3.3.1 of the EIR/EIS			
BIO-13	When possible, use wildlife underpasses or use large, at-grade culverts under the new freeway where drainages bisect the Project corridor. Wildlife species are more likely to utilize at-grade culverts during travel when they can see across to the other side. In addition, where the road may include medians requiring long culverts, the culverts should be day lighted in the median to encourage wildlife travel and to allow vegetation to grow underneath the crossing (Penrod et al. 2012). Where feasible, suitable habitat for local wildlife should be preserved and/or constructed within and on either side of the crossing structure to promote wildlife use (Penrod et al. 2012). Examples of this include natural substrates, native vegetation, rocks, and other features similar to the surrounding areas.	Caltrans Biologist; RE	Construction; Post-Construction			Section 3.3.1 of the EIR/EIS			

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	<p>a. In the western portion of the Project corridor, use of the existing culverts for wildlife travel has been well documented. It is recommended that these culvert locations be preserved and, if possible, expanded in width so that they encourage and are more accommodating for wildlife travel. Culverts are not as abundant in the eastern portion of the Project corridor; therefore, it is more crucial to design and construct crossing structures in some of the high use areas in this area to prevent or substantially reduce collisions between vehicles and wildlife traveling across the freeway.</p> <p>b. The following existing culverts are currently being used as wildlife crossings, T-06, C-38, T-09, T-71, C-02, C-24, C-13/C-14/C-19/C-20/T-30A, and shall be enhanced with appropriate substrate leading up to the culverts with ledges or small gravel to encourage wildlife to continue the use of the culverts for crossing beneath the widened highway.</p> <p>c. Wildlife crossings at or adjacent to the following wildlife study stations, T-60, T-18, T-06, C-37, T-61, T-21, T-54, C-32, T-11, T-63, T-27, T-64, T-68 will be established to prevent collisions between vehicles and wildlife crossing the freeway.</p> <p>d. When designing wildlife-specific crossing structures in the eastern portion of the Project corridor, research on the future plans for regional development north and south of SR-138 should be conducted to ensure that the open areas on either side of the road connected by the crossing structure would not be developed in the near future. A crossing structure would be rendered relatively useless for large wildlife if the structure did not connect two areas of open land and native habitat on either side. Ideally, a crossing should connect two land areas that are permanently conserved or at least have plans in place for long-term conservation.</p> <p>e. Bridges and culverts constructed to cross drainage features should be constructed high enough and wide enough to allow large wildlife to travel underneath (Bank et al. 2002). The freeway design should also include culverts as crossing structures that are specifically designed for wildlife travel (Penrod et al. 2012).</p> <p>f. Focus wildlife crossing structures on drainages, washes, canyons, gullies, and established dirt roads that cross the new freeway. It also may be more cost-effective for the Project and valuable to wildlife to focus the placement of wildlife crossings on or around the existing features utilized as travel routes (washes, canyons, gullies, drainages, and roads).</p> <p>g. Vegetation in the immediate vicinity of wildlife crossing structures should be maintained in a way that helps funnel wildlife through crossing structures</p>								

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	<p>and helps improve site distance and visibility for wildlife (Clevenger and Huijser 2011; Bank et al. 2002). An example of this would be maintaining denser vegetation near the crossing structure that guides wildlife away from traveling on or near roadways and into the crossing structure instead (Ascensao and Mira 2007).</p> <p>h. Aprons of culverts shall be maintained to prevent scouring and hanging culverts, and shall be replaced with like materials. Vegetation at the aprons of culverts shall be cleared to maintain wildlife crossings.</p> <p>i. Human activity should be restricted in the vicinity of each crossing structure, especially at night, to further promote use of the crossing structure by wildlife (Clevenger and Huijser 2011).</p> <p>j. One-way gates and ramps that provide escape routes for wildlife trapped on the freeway should be included in the freeway design to further reduce wildlife-motorist collisions (Clevenger and Huijser 2011; Banff National Park of Canada 2002).</p> <p>k. Install wildlife drift fencing along busy roadways with natural under- or over-crossings for wildlife. Fences should be constructed at an appropriate height (at a minimum of 8 feet on flat ground, and at a minimum of 10 feet on slopes) with wings leading into each culvert or crossing to channel wildlife safely through the designated crossing areas (Penrod et al. 2012; Yanes et al. 1994). A portion of the fence should also be buried underground to prevent wildlife from digging underneath the fence (Clevenger and Huijser 2011). Additionally, fences should never be constructed in areas where they would block crossing features (Penrod et al. 2012; Yanes et al. 1994). Fencing should also be constructed in such a way that it helps funnel wildlife through crossing structures.</p> <p>l. In areas where wildlife drift fencing terminates, care should be taken to design the fence termination at a wildlife crossing structure (Clevenger and Huijser 2011). If this is not feasible, fence terminations should be in areas where animals are not likely to travel across roadways, such as areas containing rugged terrain or high levels of human activity.</p> <p>m. Wildlife fencing shall be maintained to ensure any damages or gaps are repaired to prevent wildlife from entering the freeway.</p>								
<b>BIO-14</b>	<p>With the implementation <b>BIO-14 and BIO-15</b>, the level of indirect impacts to wildlife due to lighting and glare is expected to be low:</p> <p>Use lighting in areas only where necessary for safety and signage. Eliminate all lighting in other areas.</p>	Caltrans Biologist; RE	Final Design and through Construction			Section 3.3.1 of the EIR/EIS			

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BIO-15	All lighting should be downcast to minimize lighting of natural areas, particularly rivers, washes and drainages.	Caltrans Biologist; RE	Post-Construction			Section 3.3.1 of the EIR/EIS			
BIO-16	<p>Equipment Noise Control should be applied to revising old equipment and designing new equipment to meet specified noise levels.</p> <ul style="list-style-type: none"> <li>a. In-Use Noise Control where existing equipment is not permitted to produce noise levels in excess of specified limits.</li> <li>b. Personal Training of operators and supervisors is needed to become more aware of the construction site noise problems.</li> <li>c. Equipment noise control is needed to reduce the noise emissions from construction sites by mandating a specified noise levels for design of new equipment, and updating old equipment with new noise control devices and techniques presented below:</li> <li>d. Mufflers are very effective devices which reduce the noise emanating from the intake or exhaust of an engine, compressor, or pump. The fitting of effective mufflers on all new equipment and retrofitting of mufflers on existing equipment is necessary to yield an immediate noise reduction at all types of road construction sites.</li> <li>e. Sealed and lubricated tracks for crawler mounted equipment will lessen the sound radiated from the track assembly resulting from metal to soil and metal to metal contact. Contractors, site engineers, and inspectors should ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication.</li> <li>f. Lowering the exhaust pipe exit height closer to the ground can result in an off-site noise reduction. Barriers are more effective in attenuating noise when the noise source is closer to ground level.</li> <li>g. General noise control technology can have substantially quieter construction equipment when manufacturers apply state-of-the-art technology to new equipment or repair old equipment to maintain original equipment noise levels.</li> <li>h. In-use site noise control is necessary to prevent existing equipment from producing noise levels in excess of specified limits. Any equipment that produces noise levels less than the specified limits would not be affected. However, those exceeding the limit would be required to meet compliance by repair, retrofit, or replacement. New equipment with the latest noise sensitive components and noise control devices are generally quieter than older equipment, if properly maintained and inspected regularly. They should be repaired or replaced if necessary to maintain the in-use noise limit. All equipment applying the in-use noise limit would achieve an immediate noise reduction if properly enforced.</li> </ul>	Caltrans Biologist; RE	Final Design			Section 3.3.1 of the EIR/EIS			

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	<ul style="list-style-type: none"> <li>i. Site restrictions should be applied to achieve noise reduction through different methods, resulting in an immediate reduction of noise emitted to the community without requiring any modification to the source noise emissions. The methods include shielding with barriers for equipment and site, truck rerouting and traffic control, time scheduling, and equipment relocation. The effectiveness of each method depends on the type of construction involved and the site characteristics.</li> <li>j. Shielding with barriers should be implemented at an early stage of a project to reduce construction equipment noise. The placement of barriers must be carefully considered to reduce limitation of site access. Barriers may be natural or man-made, such as excess land fill used as a temporary berm strategically placed to act as a barrier.</li> <li>k. Efficient rerouting of trucks and control of traffic activity on construction site will reduce noise due to vehicle idling, gear shifting and accelerating under load. Planning proper traffic control will result in efficient workflow and reduce noise levels. In addition, rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise.</li> <li>l. Time scheduling of activities should be implemented to minimize noise impact on exposed areas. Local activity patterns and surrounding land uses must be considered in establishing site curfews. However, limiting working hours can decrease productivity. Sequencing the use of equipment with relatively low noise levels versus equipment with relatively high noise levels during noise sensitive periods is an effective noise control measure.</li> <li>m. Equipment location should be as far from noise sensitive land use areas as possible. The contractor should substitute quieter equipment or use quieter construction processes at or near noise sensitive areas.</li> <li>n. Educating contractors and their employees to be sensitive to noise impact problems and noise control methods. This may be one of the most cost-effective ways to help operators and supervisors become more aware of the construction site noise problem and to implement the various methods of improving the conditions. A training program for equipment operators is recommended to instruct them in methods of operating their equipment to minimize environmental noise. Many training programs are presently given on the subject of job safety. This can be extended to include the impact due to noise and methods of abatement.</li> </ul>								

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BIO-17	Limit operation of vibration causing equipment such as pile drivers, dozers, large excavators to daylight hours when working in areas adjacent to open space.	Caltrans Biologist; RE	Construction			Section 3.3.1 of the EIR/EIS			
BIO-18	Biological monitor shall be present to observe activities of wildlife during construction adjacent to open spaces. If activities are noted to affect wildlife, biological monitor shall stop construction activities as necessary.	RE	Final Design; Construction			Section 3.3.1 of the EIR/EIS			
<b>Biology – Wetland and Other Waters</b>									
BIO-19	<b>BIO-19</b> through <b>BIO-26</b> relate to USACE, RWQCB, and CDFW Jurisdiction  Bridges over jurisdictional features will be designed to consider clear-span bridge structures, to the extent feasible, to avoid or minimize fill or equipment access below the Ordinary High Water Mark (OHWM). Limits of jurisdictional features to be avoided will be demarcated by a qualified biologist. This would avoid permanent and temporary direct impacts to jurisdictional areas.	Caltrans Biologist/ RE	Construction			Section 3.3.2 of the EIR/EIS			
BIO-20	Quail Lake is not expected to be permanently impacted by any of the project build alternatives, and would be avoided with a qualified biologist demarcating the Quail Lake limits with the use of ESA fencing.	Caltrans Biologist/ RE	Construction			Section 3.3.2 of the EIR/EIS			
BIO-21	Any work within the ephemeral washes would be conducted when there is no flow during the dry season (April 15-October 31).	Caltrans Biologist	Final Design			Section 3.3.2 of the EIR/EIS			
BIO-22	Temporary construction staging areas and access roads would be strategically placed to avoid and/or minimize impacts to USACE jurisdictional features to the extent feasible and are expected to be enhanced to pre-project conditions.	RE	Construction			Section 3.3.2 of the EIR/EIS			
BIO-23	Bridges would be designed outside of CDFW jurisdiction to the extent feasible and would be constructed to avoid and minimize permanent impacts to the washes.	RE	Pre-Construction and Construction			Section 3.3.2 of the EIR/EIS			
BIO-24	Numerous isolated unnamed washes are expected to have reinforced concrete pipe culverts to maintain hydrologic integrity and support small wildlife movement. These reinforced concrete pipe culverts would be further analyzed during final design phases with proposals for non-embedded culverts above the bed, bank and channels to avoid permanent direct impacts to the extent feasible. Beneficial impacts include cooler temperatures and shelter within the pipe culverts for wildlife species and their movement.	Caltrans Design/ RE	Final Design through Construction			Section 3.3.2 of the EIR/EIS			
BIO-25	Temporary construction staging areas and access roads would be strategically placed to avoid and/or minimize impacts to CDFW jurisdictional waters to the extent feasible and are expected to be enhanced to pre-project conditions.	PE	Final Design			Section 3.3.2 of the EIR/EIS			
BIO-26	Unavoidable impacts (both permanent and temporary) impacts to jurisdictional features of USACE, RWQCB, and CDFW will be mitigated for and would be determined during the permitting process with the agencies with considerations to on-site restoration, off-site mitigation, and in-lieu fees. In	Caltrans Biologist; PE	Final Design			Section 3.3.2 of the EIR/EIS			

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	general, the ratios are based on the amount and quality of the permanently and directly impacted jurisdictional features of the agencies.								
<b>Biology – Plant Species</b>									
NOTE: Due to the 2014 and 2015 rare plant surveys taking place during drought years, the exact number and location of individuals is unknown at this time. However, individuals of the Round-Leaved Filaree ( <i>California macrophylla</i> ), Alkali Mariposa Lily ( <i>Calochortus striatus</i> ), Mojave Spineflower ( <i>Chorizanthe spinose</i> ), Sylvan Microseris ( <i>Microseris sylvatica</i> ) and Golden Goodmania ( <i>Goodmania luteola</i> ) are known to occur within the BSA and were positively identified during focused surveys									
BIO-27	A qualified biologist would establish ESA fencing surrounding areas of known occurrences.	Caltrans Biologist	Pre-Construction			EIR/EIS Section 3.3.3			
BIO-28	During clearing and grubbing activities a biological monitor shall be present to ensure the ESA is not disturbed by construction.	Biologist	Pre-Construction			EIR/EIS Section 3.3.3			
BIO-29	If impacts cannot be avoided individuals of this species shall be collected and propagated at preapproved nurseries and replanted onsite, whenever possible.	Biologist/ RE	Construction			EIR/EIS Section 3.3.3			
BIO-30	On-site mitigation plantings shall have a plant reestablishment period no less than two years. On-site mitigation plantings shall be monitored by a qualified biologist seasonally to determine health and viability. If it is determined that an on-site planting is in poor health, it shall be replaced by a healthy individual and monitored.	Biologist/ RE	Post-construction			EIR/EIS Section 3.3.3			
BIO-31	If on-site relocation of individuals or on-site plantings are not possible after construction is complete, off-site mitigation shall be conducted.	Biologist/ RE	Post-Construction			EIR/EIS Section 3.3.3			
BIO-32	Further surveys would be conducted prior to construction to document any additional locations of the specimen and fence the surrounding areas of each location.  If impacts to the Round-Leaved Filaree ( <i>California macrophylla</i> ) and Alkali Mariposa Lily ( <i>Calochortus striatus</i> ) species are unavoidable, mitigation will be required. Exact acreage of permanent impacts to occupied habitats cannot be determined at this time; a full assessment of permanent impacts will be determined once 2016 focused rare plants surveys are conducted and once a preferred alternative is selected. However, due to the sensitive status of these species and through early coordination with CDFW, mitigation parcels of equal habitat quality will be purchased at a ratio of 2:1 with the guidance of CDFW staff.	Biologist/ RE	Pre-Construction			EIR/EIS Section 3.3.3			
<b>Biology – Animal Species</b>									
BIO-33 to BIO-36 relate to the Golden Eagle ( <i>Aquila chrysaetos</i> )	Foraging Golden eagles do occur within the BSA. Surveys for foraging individuals would be conducted prior to construction to identify sensitive foraging areas. These areas would be protected and appropriate buffers would be in place to protect individuals from construction related disturbances; such as impacts from dust and noise. Once individuals are confirmed to no longer be present, construction would resume within those protected areas, with a biological monitor present.	RE, Biologist	Pre -Construction			EIR/EIS Section 3.3.4		Golden Eagle	
BIO-33									
BIO-34	Golden eagles are known to occasionally scavenge, relying on the carrion of species such as ground squirrels for food. Caltrans would implement a trash abatement program throughout the project's construction, to reduce the likelihood	PE, Biologist	Pre -Construction			EIR/EIS Section 3.3.4		Golden Eagle	

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	of this species to land or forage within the project area. This would include the use of a qualified biologist to monitor all construction related activities for compliance.								
BIO-35	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to golden eagle protection.	RE, Biologist	Post- Construction			EIR/EIS Section 3.3.4		Golden Eagle	
BIO-36	Direct impacts to the golden eagle are not expected to occur as a result of the proposed project. However, the proposed project would result in the direct loss of foraging habitat for raptor species. To reduce the impacts to foraging habitat, similar habitat within the region should be preserved in perpetuity. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with USFWS and CDFW, as well as restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Pre- Construction			EIR/EIS Section 3.3.4		Golden Eagle	
BIO-37 - BIO-45 relate to the Burrowing owl ( <i>Athene cunicularia</i> ) BIO-37	Preconstruction presence/absence surveys will be conducted prior to any ground disturbing activities within suitable habitat.	PE, Biologist	Construction			EIR/EIS Section 3.3.4		Burrowing Owl	
BIO-38	Avoid disturbing occupied burrows during the nesting period of February 1 through August 31.	PE; Caltrans Biologist	Pre-Construction and Construction			EIR/EIS Section 3.3.4		Burrowing Owl	
BIO-39	Avoid impacts to burrows occupied by migratory individuals during the non-breeding season.	RE, Biologist	Final Design			EIR/EIS Section 3.3.4		Burrowing Owl	
BIO-40	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to burrowing owl protection.	RE. Biologist	Pre- Construction			EIR/EIS Section 3.3.4		Burrowing Owl	
BIO-41	Placement of visible markers near burrows to ensure that machinery does not collapse the burrows.	RE	Construction			EIR/EIS Section 3.3.4		Burrowing Owl	
BIO-42	If possible protect active burrows in place by setting up appropriate buffer zones (50m-500m) and visual screens during construction.	RE, Biologist	Pre-Construction and Construction			EIR/EIS Section 3.3.4		Burrowing Owl	
BIO-43	Site specific monitoring by a qualified biologist throughout the project's construction to reduce the likelihood of re-colonization of areas disturbed by the proposed project.  The most recognized way to mitigate for impacts to nesting burrowing owls is to purchase suitable inhabited lands offsite and preserve it in perpetuity. Caltrans would develop the appropriate level of mitigation for this project through consultation with CDFW prior to construction, when the exact number of individuals with the potential to be impacted has been determined through protocol level surveys. Based on the 2012 CDFW Staff Report on Burrowing Owl Mitigation there are additional ways to mitigate for the impacts to burrowing owl, in addition to the purchasing of conservation lands.	RE, Biologist	Construction and Post-Construction			EIR/EIS Section 3.3.4		Burrowing Owl	
BIO-44	Restore disturbed habitat to preconstruction condition, including decompacting soil and the use of native vegetation for landscaping.	RE, Biologist	Post-Construction			EIR/EIS Section 3.3.4		Burrowing Owl	
BIO-45	Augmenting the project site with artificial burrows with the enhancement and maintenance of occupied areas. Enhancement and maintenance activities includes keeping	RE, Biologist	Post-Construction			EIR/EIS Section 3.3.4		Burrowing Owl	

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	lands grazed or mowed, as well as limiting and preventing human activity within the area.								
<b>BIO-46 – BIO-51</b> relate to the Northern Harrier ( <i>Circus cyaneus</i> ) <b>BIO-46</b>	Pre-construction surveys for nesting raptors shall be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. Multiple surveys should be conducted no more than 15 days prior to the initiation of construction activities. During this survey, the biologist should inspect all trees, tall structures, utility poles/towers within five miles of the proposed project area for raptor nests. Subsequent verification surveys would be conducted by a qualified biologist no more than 3 days prior to construction work.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Northern Harrier	
<b>BIO-47</b>	Pre-construction survey/sweep would be conducted immediately preceding construction work. If an active raptor nest is found within the protective radius (i.e., within 250-500 feet depending on its protection status) to the construction area to be disturbed by these activities, the biologist (in consultation with the CDFW and USFWS) shall determine the extent of a construction-free buffer zone to be established around the nest.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Northern Harrier	
<b>BIO-48</b>	The nesting raptor survey areas would include all locations where construction is scheduled including survey buffers for construction staging and utility relocations. If utility relocation is anticipated and/or a helicopter would be used for work during the nesting raptor season, the nest surveys would include all areas of transmission poles/towers/lines and would include the helicopter work flight paths to the extent feasible.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Northern Harrier	
<b>BIO-49</b>	If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs, trees, structures, and transmission poles/towers) that would be removed by the project should be removed before the onset of the raptor nesting season (January 1 through September 1), if practicable. This would help preclude nesting and substantially decrease the likelihood of direct impacts.	RE, Biologist	Pre-Construction; Construction			EIR/EIS Section 3.3.4		Northern Harrier	
<b>BIO-50</b>	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to raptor protection.	RE	Pre-Construction			EIR/EIS Section 3.3.4		Northern Harrier	
<b>BIO-51</b>	Direct impacts to the northern harrier are not expected to occur as a result of the proposed project. However, the proposed project would result in the direct loss of foraging habitat for raptor species. To reduce the impacts to foraging habitat, similar habitat within the region should be preserved in perpetuity. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW and restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, PE, Biologist	Construction, Post Construction			EIR/EIS Section 3.3.4		Northern Harrier	
<b>BIO- 52 – BIO-56</b> relate to the White-Tailed Kite ( <i>Elanus leucurus</i> ) <b>BIO-52</b>	Pre-construction surveys for nesting raptors shall be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. Multiple surveys should be conducted no more than 15 days prior to the initiation of construction activities. During this survey, the biologist should inspect all trees, tall structures, utility	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		White Tailed Kite	

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	poles/towers within five miles of the proposed project area for raptor nests. Subsequent verification surveys would be conducted by a qualified biologist no more than 3 days prior to construction work.								
BIO-53	Pre-construction survey/sweep would be conducted immediately preceding construction work. If an active raptor nest is found within the protective radius (i.e., within 250-500 feet depending on its protection status) to the construction area to be disturbed by these activities, the biologist (in consultation with the CDFW and USFWS) shall determine the extent of a construction-free buffer zone to be established around the nest.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		White Tailed Kite	
BIO-54	The nesting raptor survey areas would include all locations where construction is scheduled including survey buffers for construction staging and utility relocations. If utility relocation is anticipated and/or a helicopter would be used for work during the nesting raptor season, the nest surveys would include all areas of transmission poles/towers/lines and would include the helicopter work flight paths to the extent feasible.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		White Tailed Kite	
BIO-55	If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs, trees, structures, and transmission poles/towers) that would be removed by the project should be removed before the onset of the raptor nesting season (January 1 through September 1), if practicable. This would help preclude nesting and substantially decrease the likelihood of direct impacts.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		White Tailed Kite	
BIO-56	Direct impacts to the white-tailed kite are not expected to occur as a result of the proposed project. However, the proposed project would result in the direct loss of foraging habitat for raptor species. To reduce the impacts to foraging habitat, similar habitat within the region should be preserved in perpetuity. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW and restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Construction, Post Construction			EIR/EIS Section 3.3.4		White Tailed Kite	
BIO-57 – BIO-62 relate to the Peregrine Falcon ( <i>Falco peregrines</i> ) BIO-57	Pre-construction surveys for nesting raptors shall be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. Multiple surveys should be conducted no more than 15 days prior to the initiation of construction activities. During this survey, the biologist should inspect all trees, tall structures, utility poles/towers within five miles of the proposed project area for raptor nests. Subsequent verification surveys would be conducted by a qualified biologist no more than 3 days prior to construction work.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Peregrine Falcon	
BIO-58	Pre-construction survey/sweep would be conducted immediately preceding construction work. If an active raptor nest is found within the protective radius (i.e., within 250-500 feet depending on its protection status) to the construction area to be disturbed by these activities, the biologist (in consultation with the CDFW and USFWS) shall determine	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Peregrine Falcon	

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	the extent of a construction-free buffer zone to be established around the nest.								
BIO-59	The nesting raptor survey areas would include all locations where construction is scheduled including survey buffers for construction staging and utility relocations. If utility relocation is anticipated and/or a helicopter would be used for work during the nesting raptor season, the nest surveys would include all areas of transmission poles/towers/lines and would include the helicopter work flight paths to the extent feasible.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Peregrine Falcon	
BIO-60	If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs, trees, structures, and transmission poles/towers) that would be removed by the project should be removed before the onset of the raptor nesting season (January 1 through September 1), if practicable. This would help preclude nesting and substantially decrease the likelihood of direct impacts.	RE, Biologist	Pre-Construction, Construction			EIR/EIS Section 3.3.4		Peregrine Falcon	
BIO-61	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to raptor protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Peregrine Falcon	
BIO-62	Direct impacts to the peregrine falcon are not expected to occur as a result of the proposed project. However, the proposed project would result in the direct loss of foraging habitat for raptor species. To reduce the impacts to foraging habitat, similar habitat within the region should be preserved in perpetuity. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW and restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Peregrine Falcon	
BIO-63 – BIO-66 relate to the Tricolored Blackbird ( <i>Agelaius tricolor</i> )	Surveys for nesting individuals would be conducted by a qualified biologist no sooner than two weeks prior to construction. If nesting individuals are observed, the appropriate buffer would be put in place under the guidance of CDFW. Should nesting occur within the proposed construction area, a biological monitor would be present during the nesting season for this species.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Tricolored Blackbird	
BIO-63									
BIO-64	Foraging individuals do occur within the BSA. Surveys for foraging individuals would be conducted prior to construction to identify sensitive foraging areas. These areas would be protected and appropriate buffers would be in place to protect individuals from construction related disturbances; such as impacts from dust and noise. Once migratory individuals are confirmed to no longer be present, construction would resume within those protected areas, with a biological monitor present.	RE, Biologist	Pre-Construction ; Construction			EIR/EIS Section 3.3.4		Tricolored Blackbird	
BIO-65	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to tricolored blackbird protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Tricolored Blackbird	
BIO-66	The proposed project has a potential to result in loss of foraging habitat and marginal nesting habitat for this species. To reduce the impacts of loss of habitat, similar habitat within the region should be preserved in perpetuity, which would be done for multiple species found within the Quail Lake area of	RE, Biologist	Construction, Post-Construction			EIR/EIS Section 3.3.4		Tricolored Blackbird	

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	the BSA. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW. Caltrans would restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.								
<b>BIO-67 – BIO-70</b> relate to the Yellow Warbler ( <i>Setophaga petechia</i> ) <b>BIO-67</b>	A qualified biologist shall conduct a survey for breeding individuals, no sooner than two weeks prior to any construction activities, which have the potential to impact nesting birds.	Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Yellow Warbler	
<b>BIO-68</b>	If nesting individuals are found to be within the BSA prior to construction, the appropriate avoidance measures, such as buffer zones, would be established with guidance from CDFW.	RE, Biologist	Pre-Construction and Construction			EIR/EIS Section 3.3.4		Yellow Warbler	
<b>BIO-69</b>	A biological monitor shall be present for any clearing or grubbing related activities, which has the potential to impact foraging individuals of this species.	RE, Biologist	Pre-Construction, Construction			EIR/EIS Section 3.3.4		Yellow Warbler	
<b>BIO-70</b>	Direct impacts to yellow warbler habitat is expected to occur as a result of the proposed project. To reduce the impacts to foraging and breeding habitat, similar habitat within the region should be preserved in perpetuity, which would be done for multiple species found within the Quail Lake area of the BSA. Habitat preserved should consist of Fremont cottonwood forest ( <i>Populus fremontii</i> ), black willow thickets ( <i>Salix gooddingii</i> ), sandbar willow thickets ( <i>Salix exigua</i> ), mulefat thickets ( <i>Baccharis salicifolia</i> ), and Baltic and Mexican rush marshes ( <i>Juncus articus var. balticus, mexicanus</i> ) Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW. Caltrans would restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, PE, Biologist	Construction, Post-Construction			EIR/EIS Section 3.3.4		Yellow Warbler	
<b>BIO-71 and BIO-72</b> relate to the Grasshopper Sparrow ( <i>Ammodramus savannarum</i> ) <b>BIO-71</b>	Surveys for nesting individuals would be conducted by a qualified biologist no sooner than two weeks prior to construction. If nesting individuals are observed, the appropriate buffer would be put in place under the guidance of CDFW. Should nesting occur within the proposed construction area, a biological monitor would be present during the nesting season for this species.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Grasshopper Sparrow	
<b>BIO-72</b>	With the implementation of avoidance and minimization measures, impacts to the grasshopper sparrow are not anticipated at this time. Due to the lack of direct permanent impacts to this species, off-site compensatory mitigation is not proposed at this time. Disturbed habitat would be restored to preconstruction conditions with the use of native vegetation for landscaping, under the guidance of CDFW.	RE, Biologist	Post Construction			EIR/EIS Section 3.3.4		Grasshopper Sparrow	
<b>BIO-73 and BIO-74</b> relate to the Loggerhead Shrike ( <i>Lanius ludovicianus</i> ) <b>BIO-73</b>	Surveys for nesting individuals would be conducted by a qualified biologist no sooner than two weeks prior to construction. If nesting individuals are observed, the appropriate buffer would be put in place under the guidance of CDFW. Should nesting occur within the proposed	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Loggerhead Shrike	

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	construction area, a biological monitor would be present during the nesting season for this species.								
<b>BIO-74</b>	With the implementation of avoidance and minimization measures, impacts to the loggerhead shrike are not anticipated at this time. Due to the lack of direct permanent impacts to this species, off-site compensatory mitigation is not proposed at this time. Disturbed habitat would be restored to preconstruction conditions with the use of native vegetation for landscaping, under the guidance of CDFW.	RE, Biologist	Post-Construction			EIR/EIS Section 3.3.4		Loggerhead Shrike	
<b>BIO-75 – BIO-80</b> relate to the Tehachapi Pocket Mouse ( <i>Perognathus alticolus inexpectatus</i> ) <b>BIO-75</b>	Conduct preconstruction presence/absence surveys to ensure the absence of sensitive rodent species.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Tehachapi Pocket Mouse	
<b>BIO-76</b>	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to sensitive rodent protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Tehachapi Pocket Mouse	
<b>BIO-77</b>	Placement of visible markers near active burrows to ensure that machinery does not collapse the burrows.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Tehachapi Pocket Mouse	
<b>BIO-78</b>	If possible protect active burrows in place by setting up appropriate buffer zones with ESA fencing.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Tehachapi Pocket Mouse	
<b>BIO-79</b>	Site specific monitoring by a qualified biologist throughout the project's construction to reduce the likelihood project related impacts.	RE, Biologist	Construction			EIR/EIS Section 3.3.4		Tehachapi Pocket Mouse	
<b>BIO-80</b>	The proposed project has a potential to result in loss of habitat for the Tehachapi pocket mouse. To reduce the impacts of loss of habitat, similar habitat within the region should be preserved in perpetuity, which would be done for multiple species found within the BSA. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW. Caltrans would restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Post-Construction			EIR/EIS Section 3.3.4		Tehachapi Pocket Mouse	
<b>BIO-81 – BIO-86</b> relate to the American Badger ( <i>Taxidea taxus</i> ) <b>BIO-81</b>	Conduct preconstruction presence/absence surveys to ensure the absence of individuals.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		American Badger	
<b>BIO-82</b>	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to American badger protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		American Badger	
<b>BIO-83</b>	Placement of visible markers near active burrows to ensure that machinery does not collapse the burrows.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		American Badger	
<b>BIO-84</b>	If possible protect active burrows in place by setting up appropriate buffer zones with ESA fencing.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		American Badger	
<b>BIO-85</b>	Site specific monitoring by a qualified biologist throughout the project's construction to reduce the likelihood project related impacts.	RE, Biologist	Construction			EIR/EIS Section 3.3.4		American Badger	
<b>BIO-86</b>	With the implementation of avoidance and minimization measures, impacts to American Badger ( <i>Taxidea taxus</i> ) are not anticipated at this time. Due to the lack of direct	RE, Biologist	Post Construction			EIR/EIS Section 3.3.4		American Badger	

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	permanent impacts to this species, off-site compensatory mitigation is not proposed at this time. Disturbed habitat would be restored to preconstruction conditions with the use of native vegetation for landscaping, under the guidance of CDFW.								
<b>BIO-87 – BIO-89</b> relate to the Western Pond Turtle ( <i>Emys marmorata</i> ) <b>BIO-87</b>	This species has a potential to reside within Quail Lake. Quail Lake would not be impacted by any of the project alternatives; as such impacts to the western pond turtle are not anticipated at this time. Caltrans would employ the use of qualified biologist to delineate the area around Quail Lake with environmentally sensitive area (ESA) fencing. The use of ESA fencing would clearly demarcate this area to prevent any construction related impacts to Quail Lake and the sensitive biological resources located within. Caltrans would also use qualified biologist to monitor all construction related activities performed adjacent to Quail Lake.	RE, Biologist	Pre-Construction, Construction			EIR/EIS Section 3.3.4		Western Pond Turtle	
<b>BIO-88</b>	With the implementation of avoidance and minimization measures, impacts to Western Pond Turtle ( <i>Emys marmorata</i> ) are not anticipated at this time.	RE, Biologist	Construction			EIR/EIS Section 3.3.4		Western Pond Turtle	
<b>BIO-89</b>	Due to the lack of direct permanent impacts to this species, off-site compensatory mitigation is not proposed at this time.	RE, Biologist	Post Construction			EIR/EIS Section 3.3.4		Western Pond Turtle	
<b>BIO-90 – BIO-95</b> relate to the Western Spadefoot Toad ( <i>Spea hammondi</i> ) <b>BIO-90</b>	Preconstruction presence/absence surveys shall occur to ensure the absence of individuals.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Western Spadefoot Toad	
<b>BIO-91</b>	If western spadefoot toads are found to occur within the BSA, the areas with the potential for this species shall be clearly demarcated with the use of ESA fencing.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Western Spadefoot Toad	
<b>BIO-92</b>	Construction shall not occur near areas with suitable western spadefoot habitat within 48 hours of a rain event.	RE	Construction			EIR/EIS Section 3.3.4		Western Spadefoot Toad	
<b>BIO-93</b>	Habitat temporarily impacted by the proposed project shall be restored to its original condition. Landscaping for the proposed project shall utilize native and non-invasive plant species.	RE, Biologist	Post-Construction			EIR/EIS Section 3.3.4		Western Spadefoot Toad	
<b>BIO-94</b>	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to western spadefoot toad protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Western Spadefoot Toad	
<b>BIO-95</b>	Site specific monitoring by a qualified biologist throughout the project's construction to reduce the likelihood project related impacts.	RE, Biologist	Construction			EIR/EIS Section 3.3.4		Western Spadefoot Toad	
<b>BIO-96 – BIO-100</b> relate to the Silvery Legless Lizard ( <i>Anniella pulchra pulchra</i> ) <b>BIO-96</b>	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to silvery legless lizard protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Silvery Legless Lizard	
<b>BIO-97</b>	Site specific monitoring by a qualified biologist throughout the project's construction to reduce the likelihood project related impacts, particularly during clearing and grubbing activities.	RE, Biologist	Construction			EIR/EIS Section 3.3.4		Silvery Legless Lizard	
<b>BIO-98</b>	Habitat temporarily impacted by the proposed project shall be restored to its original condition.	RE, Biologist	Post Construction			EIR/EIS Section 3.3.4		Silvery Legless Lizard	

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BIO-99	Landscaping for the proposed project shall utilize native and non-invasive plant species.	RE, Biologist	Construction, Post-Construction			EIR/EIS Section 3.3.4		Silvery Legless Lizard	
BIO-100	With the implementation of avoidance and minimization measures, impacts to individuals are expected to be low. The proposed project has a potential to result in loss of habitat for the silvery legless lizard. To reduce the impacts of loss of habitat, similar habitat within the region should be preserved in perpetuity, which would be done for multiple species found within the BSA. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW. Caltrans would restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Post Construction			EIR/EIS Section 3.3.4		Silvery Legless Lizard	
BIO-101 – BIO-104 relates to the Coast Horned Lizard ( <i>Pharynosoma blainvillii</i> ) BIO-101	Conduct preconstruction presence/absence surveys to ensure the absence of individuals.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Coast Horned Lizard	
BIO-102	Develop and implement a worker awareness program to increase the on-site recognition of and commitment coast horned lizard protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Coast Horned Lizard	
BIO-103	Site specific monitoring by a qualified biologist throughout the project's construction to reduce the likelihood project related impacts, with the relocation of individuals found within the project limits.	RE, Biologist	Construction			EIR/EIS Section 3.3.4		Coast Horned Lizard	
BIO-104	With the implementation of avoidance and minimization measures, impacts to Coast Horned Lizard ( <i>Pharynosoma blainvillii</i> ) are expected to be low. The proposed project has the potential to result in loss of habitat for the coast horned lizard. To reduce the impacts of loss of habitat, similar habitat within the region should be preserved in perpetuity, which would be done for multiple species found within the BSA. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW. Caltrans would restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Post Construction			EIR/EIS Section 3.3.4		Coast Horned Lizard	
BIO-105 – BIO-107 relate to the Two-Striped Garter Snake ( <i>Thamnophis hammondi</i> ) BIO-105	Conduct preconstruction presence/absence surveys to ensure the absence of individuals.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Two-Striped Garter Snake	
BIO-106	Develop and implement a worker awareness program to increase the on-site recognition of and commitment two-striped garter snake protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Two-Striped Garter Snake	
BIO-107	Site specific monitoring by a qualified biologist throughout the project's construction to reduce the likelihood project related impacts, with the relocation of individuals found within the project limits.	RE, Biologist	Construction			EIR/EIS Section 3.3.4		Two-Striped Garter Snake	
BIO-108 – BIO-111 relate to the Monarch Butterfly ( <i>Danaus plexippus plexippus</i> )	Caltrans would employ a qualified biologist to identify, delineate, and preserve existing larval monarch habitat (milkweed, <i>Asclepias fascicularis</i> ) with environmentally sensitive area (ESA) fencing. Where preservation of individual milkweed plants is not feasible, these individual	RE, Biologist	Pre-Construction, Construction			EIR/EIS Section 3.3.4		Monarch Butterfly	

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BIO-108	plants shall be relocated to the nearest suitable area. A qualified biologist shall monitor these relocation efforts.								
BIO-109	To make up for larval monarch habitat impacts, milkweed ( <i>Asclepias fascicularis</i> ) would be incorporated into a pollinator blend hydroseed mix for areas adjacent to impacted monarch habitat. These same areas and areas within rubber rabbitbush ( <i>Ericameria nauseosa</i> ) habitat would also receive placement of groupings of 9-10 one-gallon container plants of milkweed every tenth of a mile, which would be propagated from on-site materials 3 months in advance of placement. Plants and hydroseed would go in the first November/December after construction. Replacement numbers for one gallon container plants would be at a ratio of 2:1 based on the number of individual milkweed plants impacted.	RE, Biologist	Post Construction			EIR/EIS Section 3.3.4		Monarch Butterfly	
BIO-110	Milkweed would receive the same plant establishment as the other plant species. A three year monitoring period to assess plant survivorship and monarch use would be conducted by Caltrans or other partners, with a final report sent to U.S. Fish and Wildlife Service in support of the Presidential Policy on Pollinators. CDFW and the Xerces Society would also receive copies.	RE, Biologist	Post Construction			EIR/EIS Section 3.3.4		Monarch Butterfly	
BIO-111	Develop and implement maintenance worker mowing practices to increase the on-site recognition of milkweed habitat and commitment to monarch habitat protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.4		Monarch Butterfly	
<b>Biology – Threatened and Endangered Species</b>									
BIO-112- BIO-117 relate to the Swainson's Hawk ( <i>Buteo swainsoni</i> )	Pre-construction surveys for nesting Swainson's hawk shall be conducted by a qualified biologist to ensure that no nests would be disturbed during project implementation. Multiple surveys should be conducted no more than 15 days prior to the initiation of construction activities. During this survey, the biologist should inspect all trees, tall structures, utility poles/towers within five miles of the proposed project area for Swainson's hawk nests. Subsequent verification surveys would be conducted by a qualified biologist no more than 3 days prior to construction work.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Sawinson's Hawk	
BIO-113	Pre-construction survey/sweep would be conducted immediately preceding construction work. If an active raptor nest is found within the 500-foot protective radius of the construction area to be disturbed by these activities, the biologist (in consultation with the CDFW and USFWS) shall determine the extent of a construction-free buffer zone to be established around the nest.	RE, Biologist	Pre- Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Sawinson's Hawk	
BIO-114	The nesting Swainson's hawk survey areas would include all locations where construction is scheduled including survey buffers for construction staging and utility relocations. If utility relocation is anticipated and/or a helicopter would be used for work during the nesting raptor season, the nest surveys would include all areas of transmission poles/towers/lines and would include the helicopter work flight paths to the extent feasible.	RE, Biologist	Pre- Construction, Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Swainson's Hawk	

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BIO-115	If all necessary approvals have been obtained, potential nesting substrate (e.g., shrubs, trees, structures, and transmission poles/towers) that would be removed by the project should be removed before the onset of the raptor nesting season (January 1 through September 1), if practicable. This would help preclude nesting and substantially decrease the likelihood of direct impacts.	RE, Biologist	Pre-Construction, Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Swainson's Hawk	
BIO-116	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to Swainson's hawk protection.	RE	Pre- Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Swainson's Hawk	
BIO-117	Direct impacts to the Swainson's hawk are not expected to occur as a result of the proposed project. However, the proposed project would result in the direct loss of foraging habitat for raptor species. To reduce the impacts to foraging habitat, similar habitat within the region should be preserved in perpetuity. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with CDFW and restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Post Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Swainson's Hawk	
BIO-118 – BIO-120 relate to the California Condor ( <i>Gymnogyps californianus</i> ) BIO-118	California condors are a scavenger species, relying on the carrion of species such as cattle, sheep and ground squirrels for food. Caltrans would implement a trash abatement program throughout the project's construction, to reduce the likelihood of this species to land or forage within the project area. This would include the use of a qualified biologist to monitor all construction related activities for compliance.	RE, Biologist	Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		California Condor	
BIO-119	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to California condor protection.	RE, Biologist	Pre- Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		California Condor	
BIO-120	Direct impacts to the California condor is not expected to occur as a result of the proposed project. However, the proposed project would result in the direct loss of foraging habitat for raptor species. To reduce the impacts to foraging habitat, similar habitat within the region should be preserved in perpetuity. Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with USFWS and restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Post- Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		California Condor	
BIO-121 – BIO-124 relate to the Southwestern Willow Flycatcher ( <i>Epidonax traillii extimus</i> ) BIO-121	The proposed area does contain suitable nesting habitat for the southwestern willow flycatcher, however they were not detected during the 2014 protocol level surveys. Caltrans would perform additional protocol level surveys prior to construction to confirm the absence of nesting individuals within the project limits and vicinity.	RE, Biologist	Pre Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Southwestern Willow Flycatcher	
BIO-122	If nesting individuals are found to be within the BSA, the appropriate avoidance measures, such as buffer zones, would be established with guidance from USFWS and CDFW.	RE, Biologist	Pre-Construction, Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Southwestern Willow Flycatcher	

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BIO-123	Foraging individuals do occur within the BSA. Surveys for foraging individuals would be conducted prior to construction to identify sensitive foraging areas. These areas would be protected and appropriate buffers would be in place to protect individuals from construction related disturbances; such as impacts from dust and noise. Once migratory individuals are confirmed to no longer be present, construction would resume within those protected areas, with a biological monitor present.	RE, Biologist	Pre- Construction, Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Southwestern Willow Flycatcher	
BIO-124	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to southwestern willow flycatcher protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Southwestern Willow Flycatcher	
BIO-125 – BIO-129 relate to the Least Bell's Vireo ( <i>Vireo bellii pusillus</i> ) BIO-125	The proposed area does contain suitable nesting habitat for the least Bell's vireo, however they were not detected during the 2014 protocol level surveys. Caltrans would perform additional protocol level surveys prior to construction to confirm the absence of nesting individuals within the project limits and vicinity.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Least Bell's Vireo	
BIO-126	If nesting individuals are found to be within the BSA, the appropriate avoidance measures, such as buffer zones, would be established with guidance from USFWS and CDFW.	RE, Biologist	Pre-Construction, Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Least Bell's Vireo	
BIO-127	Foraging habitat does occur within the BSA. Surveys for foraging individuals would be conducted prior to construction to identify sensitive foraging areas. These areas would be protected and appropriate buffers would be in place to protect individuals from construction related disturbances; such as impacts from dust and noise. Once migratory individuals are confirmed to no longer be present, construction would resume within those protected areas, with a biological monitor present.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Least Bell's Vireo	
BIO-128	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to least Bell's vireo protection.	RE, Biologist	Pre-Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Least Bell's Vireo	
BIO-129	Direct impacts to the least bell's vireo is not expected to occur as a result of the proposed project. However, the proposed project would result in the direct loss of potential breeding habitat for this species. To reduce the impacts to breeding habitat, similar habitat within the region should be preserved in perpetuity. Habitat preserved should consist of Fremont cottonwood forest ( <i>Populus fremontii</i> ), black willow thickets ( <i>Salix gooddingii</i> ), sandbar willow thickets ( <i>Salix exigua</i> ), mulefat thickets ( <i>Baccharis salicifolia</i> ), and/or Baltic and Mexican rush marshes ( <i>Juncus articus var. balticus, mexicanus</i> ) Caltrans would develop the appropriate level of off-site mitigation for this project through consultation with USFWS and CDFW. Caltrans would restore disturbed habitat to preconstruction conditions with the use of native vegetation for landscaping.	RE, Biologist	Post-Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Least Bell's Vireo	

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<b>BIO-130 and BIO-131</b> relate to the Bald Eagle ( <i>Haliaeetus leucocephalus</i> ) <b>BIO-130</b>	The use of a qualified biologist to monitor all construction related activities to minimize disturbances to foraging individuals.	RE, Biologist	Pre-Construction, Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Bald Eagle	
<b>BIO-131</b>	Develop and implement a worker awareness program to increase the on-site recognition of and commitment to bald eagle protection.	Caltrans Resident Engineer; Caltrans Biologist	Pre-Construction			EIR/EIS Section 3.3.5, Threatened and Endangered Species		Bald Eagle	
<b>Biology – Invasive Species</b>									
<b>BIO-132</b>	During construction, the construction contractor shall inspect and clean construction equipment accordingly with non-potable water at the beginning and end of each day and prior to transporting equipment from one project location to another.	RE	Construction			EIR/EIS Section 3.3.6, Invasive Species			
<b>BIO-133</b>	During construction, soil and vegetation disturbance would be minimized to the greatest extent feasible.	RE	Construction			EIR/EIS Section 3.3.6, Invasive Species			
<b>BIO-134</b>	During construction, the contractor shall ensure that all active portions of the construction site are watered with non-potable water a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust. All material stockpiled would be sufficiently watered with non-potable water or covered to prevent excessive amounts of dust.	RE	Construction			EIR/EIS Section 3.3.6, Invasive Species			
<b>BIO-135</b>	During construction, soil/gravel/rock would be obtained from weed-free sources. Only certified weed-free straw, mulch, and/or fiber rolls would be used for erosion control.	RE	Construction			EIR/EIS Section 3.3.6, Invasive Species			
<b>BIO-136</b>	Post- construction, affected areas adjacent to native vegetation would be revegetated with plant species approved by the District Biologist that are native to the vicinity. All revegetated areas would avoid the use of species listed on Cal-IPC's California Invasive Plant Inventory.	Biologist, RE	Post-Construction			EIR/EIS Section 3.3.6, Invasive Species			
<b>BIO-137</b>	Erosion control and revegetation sites would be monitored for 2 to 3 years after construction to detect and control the introduction/ invasion of nonnative species.		Post-Construction			EIR/EIS Section 3.3.6, Invasive Species			
<b>BIO-138</b>	Eradication procedures (e.g., spraying and/or hand weeding) would be outlined should an infestation occur; the use of herbicides would be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist and Landscape Architect.	RE, Biologist, Landscape Architect	Final Design and during Construction			EIR/EIS Section 3.3.6, Invasive Species			
<b>Mitigation for Significant Impacts under CEQA</b>									
<b>Visual / Aesthetics</b>									
<b>VIS-4</b>	Dark-Sky Compliant Lighting. To preserve the dark night sky as a natural resource in the desert region communities, dark-sky compliant lighting should be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded. It is a goal of the Los Angeles County Specific Plan to preserve	Caltrans Landscape Architect; PE	During Final Design			EIR/EIS Section 3.1.7, Visual / Aesthetics			

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	the dark night sky as a natural resource in the Desert Region communities.								
<b>Cultural Resources</b>									
<b>CUL-1</b>	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.	Caltrans Cultural Resources Specialist; RE	Construction			EIR/EIS Section 3.1.8, Cultural Resources			
<b>CUL-3</b>	Caltrans would develop a Programmatic Agreement (PA) in consultation with the SHPO to identify mitigation measures for purposes of reducing impacts to eligible historical properties. Caltrans would prepare and conduct any necessary data recovery on the affected sites in accordance with the SHPO's guidelines and requirements and Caltrans processes and procedures as identified in the Section 106 PA and Volume 2 of the Caltrans Standard Environmental Reference. To the extent possible, continuous efforts would be made to avoid or minimize impacts to the sites as engineering details advance by utilizing all practical design techniques.	Caltrans Cultural Resources Specialist	Final Design			EIR/EIS Section 3.1.8, Cultural Resources			
<b>Hydrology and Floodplain / Water Quality and Storm Water Runoff</b>									
<b>HYDRO-4</b>	Storm Water Treatment Best Management Practices (BMPs) would be incorporated into the project to mitigate the impacts to water quality because of the proposed increase in impervious areas within the project limits. Given the high to moderate infiltration rates anticipated in native soils and the flat terrain, infiltration trench appears to be an ideal treatment BMP option for the project. A "Long Form" Storm Water Data Report (SWDR) would be utilized to summarize the storm water quality issues as a result of the proposed improvements. A project SWDR would be prepared separately.	PE; RE	Final Design; Construction			EIR/EIS Section 3.2.1, Hydrology and Floodplain			
<b>HYDRO-5</b>	Storm Water Treatment Best Management Practices (BMP) would be incorporated along the I-5 corridor within the project footprint to mitigate the impacts to water quality due to the proposed increase in impervious areas within the project limits. BMPs identified by the I-5 Corridor Stormwater Management Study dated February 2012 would be evaluated and implemented based on feasibility and need.	PE	Final Design			EIR/EIS Section 3.2.1, Hydrology and Floodplain			
<b>HYDRO-6</b>	Prepare a Storm Water Management Plan (SWMP) to reduce or eliminate pollutants in runoff discharging to drainage conveyances and waterways. The SWMP is the framework for developing and implementing guidance to meet permit requirements for storm water discharges.	PE	Final Design			EIR/EIS Section 3.2.1, Hydrology and Floodplain			
<b>HYDRO-7</b>	Storm water quality mitigation is accomplished by complying with the Statewide Permit and the Storm Water Management Plan (SWMP). Avoidance and minimization measures for storm water are accomplished through implementation of approved Best Management Practices (BMPs), which are generally broken down into four categories; Pollution	RE	Construction			EIR/EIS Section 3.2.1, Hydrology and Floodplain			

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	Prevention, Treatment, Construction, and Maintenance BMPs. The Storm Water Program contains guidance for implementation of each of these BMPs. Certain projects may require installation and maintenance of permanent controls to treat storm water. Selection and design of permanent project BMPs is refined as the project progresses through the planning stage and into final design.								
<b>Paleontology</b>									
<b>PALEO-1</b>	A Paleontological Mitigation Plan (PMP) shall be prepared by a qualified Principal Paleontologist. The PMP would provide guidance for developing and implementing paleontological mitigation efforts, including field work, laboratory methods, and curation. The PMP would be consistent with guidelines provided in the Caltrans Standard Environmental Reference, Volume 1, Chapter 8, Paleontology, and would be specifically tailored to the resources and sedimentary formations in the disturbance limits.	PE Caltrans Paleontology Specialist	Final Design			EIR/EIS Section 3.2.4, Paleontology			
<b>Noise</b>									
<b>NOISE-1</b>	Based on the studies conducted so far, Caltrans intends to incorporate noise abatement measures for the proposed project in the form of sound walls to attenuate traffic noise at the impacted residences.	PE	Construction			EIR/EIS Section 3.1.4, Noise and Vibration and Chapter 4			
<b>Biology</b>									
<b>BIO-4, BIO-8, BIO-12, and BIO-31</b>	If on-site relocation of individuals or on-site plantings are not possible after construction is complete, off-site mitigation shall be conducted.	Caltrans Biologist	Post-Construction			EIR/EIS Section 3.3.1, Natural Communities			
<b>BIO-26</b>	Unavoidable impacts (both permanent and temporary) impacts to jurisdictional features of USACE, RWQCB, and CDFW will be mitigated for and would be determined during the permitting process with the agencies with considerations to on-site restoration, off-site mitigation, and in-lieu fees. In general, the ratios are based on the amount and quality of the permanently and directly impacted jurisdictional features of the agencies.	PE; Caltrans Biologist	Final Design			EIR/EIS Section 3.3.1, Natural Communities			
<b>BIO-43</b>	The most recognized way to mitigate for impacts to nesting burrowing owls is to purchase suitable inhabited lands offsite and preserve it in perpetuity. Caltrans would develop the appropriate level of mitigation for this project through consultation with CDFW prior to construction, when the exact number of individuals with the potential to be impacted has been determined through protocol level surveys. Based on the 2012 CDFW Staff Report on Burrowing Owl Mitigation there are additional ways to mitigate for the impacts to burrowing owl, in addition to the purchasing of conservation lands.	PE; Caltrans Biologist	Final Design			EIR/EIS Section 3.3.2, Wetlands and Other Waters			
<b>BIO-45</b>	If impacts to this Bakersfield cactus ( <i>Opuntia basilaris</i> var. <i>treleasei</i> ), Round-Leaved Filaree ( <i>California macrophylla</i> ), Alkali Mariposa Lily ( <i>Calochortus striatus</i> ) species are unavoidable, mitigation parcels of equal habitat quality would	PE; Caltrans Biologist	Final Design			EIR/EIS Section 3.3.3, Plant Species			

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	be purchased at a ratio of 2:1 in coordination with the appropriate regulatory agencies.								

## APPENDIX G – LIST OF ACRONYMS AND ABBREVIATIONS

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### A

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**AADT:** average annual daily traffic  
**AASHTO:** American Association of State Highway and Transportation Officials  
**AB:** Assembly Bill  
**ABAG:** Association of Bay Area Governments  
**ACHP:** Advisory Council on Historic Preservation  
**ADA:** Americans with Disabilities Act  
**ADL:** aerially deposited lead  
**ADT:** average daily traffic  
**AE:** Adverse Effect  
**AEP:** Associate Environmental Planner  
**AEPNS:** Associate Environmental Planner, Natural Science  
**ASHERA:** Asbestos Hazard Emergency Response Act  
**AIRFA:** American Indian Religious Freedom Act  
**APCD:** Air Pollution Control District  
**APE:** Area of Potential Effects  
**AQMD:** Air Quality Management District  
**ARB:** Air Resources Board  
**ARPA:** Archaeological Resources Protection Act of 1979  
**ASR:** Archaeological Survey Report  
**ASTM:** American Society for Testing Materials  
**ATCM:** Airborne Toxic Control Measure  
**AVO:** Average Vehicle Occupancy

### B

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**BA:** Biological Assessment  
**BCDC:** San Francisco Bay Conservation and Development Commission  
**BFE:** Base Flood Elevation  
**BIA:** Bureau of Indian Affairs  
**BLM:** Bureau of Land Management  
**BMP:** Best Management Practice  
**BO:** Biological Opinion  
**BTU:** British thermal unit

### C

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**CAA:** Clean Air Act  
**Cal/EPA:** California Environmental Protection Agency  
**Cal/OSHA:** California Division of Occupational Safety and Health Administration  
**CalRecycle:** California Department of Resources Recycling and Recovery  
**CCAA:** California Clean Air Act  
**CCC:** California Conservation Corps

**CCC:** California Coastal Commission  
**CCMP:** California Coastal Management Program  
**CCO:** Contract Change Order  
**CCR:** California Code of Regulations  
**CDC:** Centers for Disease Control and Prevention  
**CDFW:** California Department of Fish and Wildlife  
**CDP:** Coastal Development Permit  
**CE:** Categorical Exclusion (NEPA) or Categorical Exemption (CEQA)  
**CEQ:** Council on Environmental Quality  
**CEQA:** California Environmental Quality Act  
**CERES:** California Environmental Resources Evaluation System  
**CERLA:** Comprehensive Environmental Response, Compensation, and Liability Act  
**CESA:** California Endangered Species Act  
**CFR:** Code of Federal Regulations  
**CGS:** California Geological Survey  
**CHP:** California Highway Patrol  
**CHRIS:** California Historical Resources Information System  
**CIA:** Community Impact Assessment  
**CIDH:** cast-in-drilled-hole  
**CL:** center line  
**CMP:** Conceptual Mitigation Plan  
**CNDDDB:** California Natural Diversity Database  
**CNEL:** community noise equivalent level  
**CNPS:** California Native Plant Society  
**CO:** carbon monoxide  
**CO2:** carbon dioxide  
**COG:** Council of Governments  
**COZEPP:** Construction Zone Enhanced Enforcement Program  
**CPD:** Coastal Programs Division  
**CPD:** Construction Procedures Directives  
**CPRA:** California Public Records Act  
**CRHR:** California Register of Historical Resources  
**CRM:** Cultural Resources Management  
**CSO:** Cultural Studies Office  
**CT:** California Department of Transportation  
**CTC:** California Transportation Commission  
**CTP:** California Transportation Plan  
**CUPA:** Certified Unified Program Agencies  
**CWA:** Clean Water Act  
**CZM:** Coastal Zone Management  
**CZMA:** Coastal Zone Management Act  
**CZMA:** Coastal Zone Management Agency  
**CZMP:** Coastal Zone Management Plan

## **D**

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**DA:** Department of the Army (U.S.)

**dba:** A-weighted decibel  
**dba Leq:** A-weighted noise level  
**DBH:** Diameter at breast height  
**DEA:** Division of Environmental Analysis  
**DED:** draft environmental document  
**DEIR:** Draft Environmental Impact Report (CEQA)  
**DEIS:** Draft Environmental Impact Statement (NEPA)  
**DES-OE:** Division of Engineering Services-Office Engineer  
**DLAE:** District Local Assistance Engineer  
**DNAC:** District Native American Coordinator  
**DOC:** California Department of Conservation  
**DOD:** Department of Defense [U.S.]  
**DOI:** Department of the Interior [U.S.]  
**DOT:** Department of Transportation [general]  
**DRID:** Draft Relocation Impact Document  
**DRIM:** Draft Relocation Impact Memorandum  
**DPR:** Draft Project Report  
**DPR:** California Department of Parks and Recreation  
**DRP:** Data Recovery Plan  
**DSA:** Disturbed Soil Area  
**DSI:** Detailed Site Investigation  
**DTSC:** California Department of Toxic Substances Control  
**DWR:** California Department of Water Resources

## E

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**EA:** Environmental Assessment [NEPA]  
**EA:** Expenditure Authorization  
**EBC:** Environmental Branch Chief  
**ECL:** Environmental Construction Liaison/Coordinator  
**ECR:** Environmental Commitments Record  
**ED:** environmental document  
**EFH:** Essential Fish Habitat  
**EH:** Environmental Handbook  
**EIR:** Environmental Impact Report [CEQA]  
**EIS:** Environmental Impact Statement [NEPA]  
**EJ:** Environmental Justice  
**ELAP:** Environmental Laboratory Accreditation Program  
**EMO:** Environmental Management Office  
**EO:** Executive Order  
**EOC:** Environmental Office Chief  
**EP:** Environmental Planner  
**EPNS:** Environmental Planner (Natural Science)  
**ESA:** Environmentally Sensitive Area  
**ESA:** Endangered Species Act  
**ESR:** Environmental Study Request  
**ESU:** Environmentally Significant Unit (relates to salmonids)

## F

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**FAE:** Finding of Adverse Effect  
**FBFM:** Flood Boundary and Floodway Map  
**FED:** final environmental document  
**FEIR:** Final Environmental Impact Report (CEQA)  
**FEIS:** Final Environmental Impact Statement (NEPA)  
**FEMA:** Federal Emergency Management Agency  
**FESA:** Federal Endangered Species Act  
**FHWA:** Federal Highway Administration  
**FIFRA:** Federal Insecticide, Fungicide, and Rodenticide Act  
**FIRM:** Flood Insurance Rate Map  
**FIS:** Flood Insurance Study  
**FLPMA:** Federal Land Policy and Management Act of 1976  
**FNAE:** Finding of No Adverse Effect  
**FOE:** Finding of Effect  
**FOIA:** Freedom of Information Act  
**FONSI:** Finding of No Significant Impact [NEPA]  
**FPPA:** Farmland Protection Policy Act  
**FR:** Federal Register  
**FRA:** Federal Railroad Administration  
**FRID:** Final Relocation Impact Document  
**FRIS:** Final Relocation Impact Statement  
**FTA:** Federal Transit Authority  
**FSTIP:** Federal State Transportation Improvement Program  
**FTIP:** Federal Transportation Improvement Program  
**FY:** Fiscal Year

## G

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**GHG:** greenhouse gas  
**GIS:** Geographic Information Systems  
**GPR:** Ground Penetrating Radar  
**GPS:** Global Positioning System

## H

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**HA:** Highway Agency  
**HABS:** Historic American Building Survey  
**HAER:** Historic American Engineering Record  
**HASR:** Historic Architectural Survey Report  
**HCM:** Highway Capacity Manual  
**HCP:** Habitat Conservation Plan  
**HDM:** Highway Design Manual  
**HGM:** Hydrogeomorphic Method  
**HMDD-A:** Hazardous Materials Disclosure Document-Acquisition  
**HMDD-D:** Hazardous Materials Disclosure Document-Disposal  
**HOT:** High-Occupancy Toll

**HOV:** High-Occupancy Vehicle  
**HPSR:** Historic Property Survey Report  
**HRC:** Heritage Resources Coordinator  
**HRCR:** Historical Resources Compliance Report  
**HRER:** Historical Resources Evaluation Report  
**HSWA:** Hazardous and Solid Waste Amendments

## I

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**IGR:** Intergovernmental Review  
**IIP:** Interregional Improvement Program  
**IP:** Individual Permit  
**IPCC:** Intergovernmental Panel on Climate Change  
**IS:** Initial Study [CEQA]  
**ISA:** Initial Site Assessment  
**ISTEA:** Intermodal Surface Transportation Efficiency Act of 1991  
**ITE:** Institute of Transportation Engineers  
**ITIP:** Interregional Transportation Improvement Program  
**ITP:** Incidental Take Permit  
**ITSP:** Interregional Transportation Strategic Plan  
**ITTE:** Institute of Transportation and Traffic Engineering

## J

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**JD:** Jurisdictional Determination

## K

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**KP:** kilometer post

## L

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**LAPM:** Local Assistance Procedures Manual  
**LCP:** Local Coastal Plan  
**LEDPA:** Least Environmentally Damaging Practicable Alternative  
**LESA:** Land Evaluation and Site Assessment  
**LOP:** Letter of Permission  
**LOS:** Level of Service  
**LUPIN:** Land Use Planning Information Network  
**LUST:** leaking underground storage tank  
**LWCFA:** Land and Water Conservation Fund Act of 1965

## M

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**MAP-21:** Moving Ahead for Progress in the 21st Century Act  
**MBTA:** Migratory Bird Treaty Act

**MCCE:** Mitigation and Compliance Cost Estimate  
**MCE:** Maximum Credible Earthquake  
**MEP:** Maximum Extent Practicable  
**MIS:** Major Investment Study  
**MLD:** Most Likely Descendant  
**MMPA:** Marine Mammal Protection Act  
**MMRR:** Mitigation Monitoring and Reporting Record  
**MND:** Mitigated Negative Declaration [CEQA]  
**MOA:** Memorandum of Agreement  
**MOU:** Memorandum of Understanding  
**MPO:** Metropolitan Planning Organization  
**MPRSA:** Marine Protection, Research, and Sanctuaries Act  
**MS4:** Municipal Separate Storm Sewer System  
**MSAT:** Mobile Source Air Toxics  
**MSFCMA:** Magnuson-Stevens Fishery Conservation and Management Act  
**MSL:** Mean Sea Level  
**MTBE:** methyl tertiary butyl ether  
**MTP:** Metropolitan Transportation Plan  
**MTIP:** Metropolitan Transportation Improvement Program

## **N**

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**NAAQS:** National Ambient Air Quality Standards  
**NAC:** Noise Abatement Criteria  
**NADR:** Noise Abatement Decision Report  
**NAE:** No Adverse Effect  
**NAGPRA:** Native American Graves Protection and Repatriation Act of 1990  
**NAHC:** Native American Heritage Commission  
**NCCP:** Natural Community Conservation Planning  
**NCHRP:** National Cooperative Highway Research Program  
**NCSE:** National Council for Science Education  
**NCSE:** National Council for Science and the Environment  
**ND:** Negative Declaration [CEQA]  
**NEPA:** National Environmental Policy Act  
**NES:** Natural Environment Study  
**NES-MI:** Natural Environment Study (Minimal Impact)  
**NESHAP:** National Emissions Standards for Hazardous Air Pollutants  
**NFIP:** National Flood Insurance Program  
**NFSAM:** National Flood Security Act Manual  
**NH3:** ammonia  
**NHL:** National Historic Landmark  
**NHPA:** National Historic Preservation Act  
**NHS:** National Highway System  
**NNL:** National Natural Landmark  
**NOA:** naturally occurring asbestos  
**NOA:** Notice of Availability  
**NOAA:** National Oceanic and Atmospheric Administration  
**NOAA-Fisheries:** National Marine Fisheries Service

**NOC:** Notice of Completion  
**NOD:** Notice of Determination  
**NOE:** Notice of Exemption  
**NOI:** Notice of Intent  
**NOP:** Notice of Preparation  
**NOx:** nitrogen oxide  
**NPDES:** National Pollutant Discharge Elimination System  
**NPL:** National Priorities List  
**NPPA:** [California] Native Plant Protection Act  
**NPRM:** Notice of Proposed Rule Making  
**NPS:** National Park Service  
**NR:** National Register [of Historic Places]  
**NRCS:** National Resources Conservation Service  
**NRHP:** National Register of Historic Places  
**NSSP:** Nonstandard Special Provision  
**NWP:** Nationwide Permit

## O

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**O.C.:** Overcrossing  
**OCRM:** National Oceanic and Atmospheric Administration-Office of Ocean and Coastal Resource Management  
**OHP:** [California] Office of Historic Preservation  
**OHWM:** Ordinary High Water Mark  
**OPR:** [California] Office of Planning and Research  
**OSHA:** Occupational Safety Hazard Administration

## P

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**PA:** Programmatic Agreement  
**PA&ED:** Project Approval and Environmental Document  
**PAM:** Permits, Agreements, and Mitigation  
**Pb:** lead  
**PDPM:** [Caltrans] Project Development Procedures Manual  
**PDT:** Project Development Team  
**PE:** Project Engineer  
**PEAR:** Preliminary Environmental Assessment Report  
**PEER:** Permit Engineering Evaluation Report  
**PER:** Paleontological Evaluation Report  
**PG:** Professional Geologist  
**PID:** Project Initiation Document  
**PIR:** Paleontological Identification Report  
**PLAC:** Permits, Licenses, Agreements, and Certifications  
**PM:** particulate matter  
**PM:** post mile  
**PM:** Project Manager  
**PM10:** particulate matter less than 10 microns in diameter

**PM2.5:** particulate matter less than 2.5 microns in diameter  
**PMP:** Paleontological Mitigation Plan  
**PMR:** Paleontological Mitigation Report  
**POAQC:** Project of Air Quality Concern  
**ppb:** parts per billion  
**ppm:** parts per million  
**PR:** Project Report  
**PRC:** [California] Public Resources Code  
**PS&E:** Plans, Specifications, and Estimates  
**PSI:** Preliminary Site Investigation  
**PSI:** pounds per square inch  
**PSR:** Project Study Report  
**PSR-PDS:** Project Study Report-Project Development Support  
**PSS:** Paleontological Stewardship Summary  
**PSSR:** Project Scope Summary Report  
**PUC:** Public Utilities Commission [California]

## Q

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## R

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**RAP:** Relocation Assistance Program  
**RAW:** Remedial Action Workplan  
**RCR:** Route Concept Report  
**RCRA:** Resource Conservation and Recovery Act of 1976  
**RE:** Resident Engineer  
**RGL:** Regulatory Guidance Letter  
**RIP:** Regional Improvement Program  
**ROD:** Record of Decision [NEPA]  
**ROW:** right-of-way  
**RP:** Responsible Party  
**RTIP:** Regional Transportation Improvement Program  
**RTP:** Regional Transportation Plan  
**RTPA:** Regional Transportation Planning Agency  
**RWQCB:** Regional Water Quality Control Board

## S

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**SACOG:** Sacramento Area of Council of Governments  
**SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users  
**SANDAG:** San Diego Association of Governments  
**SARA:** Superfund Amendments and Reauthorization Act  
**SB:** Senate Bill  
**SCAG:** Southern California Association of Governments  
**SCH:** [California] State Clearinghouse  
**SDWA:** Safe Drinking Water Act

**SEE:** social, economic, and environmental  
**SEP:** Senior Environmental Planner  
**SER:** Standard Environmental Reference  
**SFHA:** Special Flood Hazard Area  
**SHA:** State Highway Agency  
**SHBSB:** State Historical Building Safety Board  
**SHL:** State Historical Landmark  
**SHOPP:** State Highway Operation and Protection Program  
**SHPO:** State Historic Preservation Officer  
**SHS:** State Highway System  
**SI:** Safety Index  
**SIP:** State Implementation Plan  
**SLC:** [California] State Lands Commission  
**SMARA:** Surface Mining and Reclamation Act of 1975  
**SOC:** Statement of Overriding Considerations [CEQA]  
**SOL:** Statute of Limitations  
**SR:** State Route  
**SSP:** Standard Special Provision  
**STIP:** Statewide Transportation Improvement Program  
**SWMP:** Storm Water Management Plan  
**SWPPP:** Storm Water Pollution Prevention Plan  
**SWRCB:** State Water Resources Control Board

## T

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**TAC:** Technical Advisory Committee  
**TASAS:** Traffic Accident Surveillance and Analysis System  
**TCM:** Transportation Control Measure  
**TCP:** Traditional Cultural Property or Place  
**TCR:** Transportation Concept Report  
**TDM:** Transportation Demand Management  
**TEA-21:** Transportation Equity Act for the 21st Century  
**TeNS:** Technical Noise Supplement  
**THPO:** Tribal Historic Preservation Officer  
**TIP:** Transportation Improvement Program  
**TMDL:** Total Maximum Daily Load  
**TMP:** Traffic Management Plan  
**TP:** Transportation Planner  
**TRB:** Transportation Research Board  
**TRPA:** Tahoe Regional Planning Agency  
**TSM:** Transportation Systems Management

## U

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**U.C.:** Undercrossing  
**U.S.:** United States  
**U.S. EPA:** United States Environmental Protection Agency

**USACE:** United States Army Corps of Engineers  
**USC:** United States Code  
**USCG:** United States Coast Guard  
**USDA:** United States Department of Agriculture  
**USDOT:** United States Department of Transportation  
**USFS:** United States Forest Service  
**USFWS:** United States Fish and Wildlife Service  
**USGS:** United States Geological Survey  
**UST:** underground storage tanks

**V**

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**V/C:** Volume/Capacity  
**VMT:** Vehicle Miles of Travel  
**VOC:** volatile organic compounds

**W**

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**WBS:** Work Breakdown Structure  
**WPCP:** Water Pollution Control Program

**X**

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**Y**

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**Z**

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# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Association of Rural Town Councils Meeting

October 30, 2013 7:00 pm

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Bob Harswood	LJA Rural Town Council	1634 <sup>th</sup> St East Palmdale CA	661-816-8286	robharswood@palmdaleca.gov
Gyome Malikowski	Lake Park Asso.	Lake LA, 93591 3955 <sup>th</sup> 162 <sup>nd</sup> St E	661-968-0542	gyome@malikowski.org
Kristi Kennedy	Lake Los Angeles Rural Town Council	P.O. Box 5000 93 Palmdale, CA 93591	661-877-9952	lakelakrish@gmail.com
Lori WEATHERBIE	TUNIPER HILLS TOWN COUNCIL	9950 CIMM MESA RD TUNIPER HILLS 93543	661-944-1351	M.KELLY@GNET.COM
Ray Diller	Alexis Town Center		947-2792	
Absent Urbica	VISITOR			ayhuang479@hotmail.com
Diane Carlton	Greater Antelope Valley Assoc. of REALTORS	112 W. Ave N-4 Palmdale, CA 93551	661-400-8872	dianec@gavar.org
Mitch Glaser	L.A. County Regional Planning	320 W. Temple St LA, CA 90012	213-974-6476	mglaser@regplanning.lacounty.gov
Fornert McElroy	BRCC - Ardenwood Town Council	835 SHAWNEE RD Palmdale, CA 93551	805-338-4558	FMcElroy@SBCGlobal.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Association of Rural Town Councils Meeting

October 30, 2013 7:00 pm

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
JOS STAM BACK	OSO TOWN Council	28241 W. LANCASTER BL	(661) 724-1867	JOELIN@AMN1234@OSP2001.NET
RICHARD SKAGGS	OSO TOWN Council	76038 W. LANCASTER RD 93536	661-724-0086	RICHARD.SKAGGS@SBC.GLOBE.NET
BARBARA ROBERS	F AIRMOUNT TOWN COUNCIL	19620 W. AVE. A, FAIRMOUNT 93536	805-338-9994	HASENOR@US@YAHOO.COM
Robin Seybold	Antelope Acres Town Council	PO Box 2738 Lancaster Ca 93539	661-728-0095	RRHornstead@Qnet.com
Steven Freesecker	Leona Valley Town Council	P.O. Box 795, Leona Valley 93557	661-728-8788	sslanck1@att.net
KAREN BRYAN	LEONA VALLEY	10715 LEONA AVE, LEONA VALLEY 93551		karen@hdec.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Oso Town Council Meeting

November 7, 2013 6:30 pm

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Walter Dale Ligmans	Oso Town Council	18170 W Ave D	361-801-2045	
Karee Humphreys	Oso Town Council	38091 rd. Ave C6	661-869-9775	KAREE.HUMPHREYS@GMAIL.COM
Rodina Harvey	Oso Town Council	50902 280th St W.	(818) 564 5774	Rodinaharvey@gmail.com
Stan Anderson	Oso Town Council	49440 Elise St	661-433-8945	STANANDERSON102@HOTMAIL.COM
Sigfried W. CARALE	Oso Town Council	440 Feet of Highw 138 Frontage 49909 280th St W. LANE	661) 456-8738	RICHARDREBELBETI@YEPAN.COM

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Oso Town Council Meeting

November 7, 2013 6:30 pm

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
CHESTER BRITT	ARELAND ASSOCIATES	5851 RIVE AV SUITE A CHINO HILLS, CA 91709	909 627-2974	CBRITT@ARELANDASSOCIATES.COM
JACK TUSZYNSKI	N BENAACH RANCH OWNER	28241 W. LANCASTER RD, LANCASTER, CA	(661) 724-1867	jacktca@gmail.com
JOE STAMPADEK	OSO TOWN COUNCIL	10842 FORT NEWARK	661 724 1860	HOOPER@OSO TOWN.COV
Jim Hooper	OSO TOWN COUNCIL DIST	5855 SHAW AVE DUBLIN, CA	925-33388	JIM@OSOTOWN.COV
Donna Walentz	28711 NW 11th LN. LANCASTER CA 93536	601	awalentz@yaho.com	
Tom Walentz	2807th Quinon Lancaster, CA	724-1860		
Wesley Taylor	<del>LANCASTER</del> OSO TOWN COUNCIL FOUNDATION	34515 LANCASTER RD	661-248-6379	SOONR6717@YAHOO.COM
Carol Storaasen	LANC OUVRE	29853 W. LANCASTER RD, LANCASTER, CA 93536	661 718 6844	KURTSON@LANCASTER.COV
JESS KURTSON	OSO TOWN COUNCIL FOUNDATION	26803 W. AVE. 215 NEWARK CA 93536	310-817-1595	Highway 138@gmail.com
Bob Mayon	270th & 138			

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

Northwest 138 Corridor Improvement Project  
 Antelope Acres (Elect) Town Council Meeting  
 November 20, 2013 7:00 pm

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Kathy Selsvik		48033 91st St W Langston CA 93536	661-940-4507	mselsvik@aol.com
Dolly Gannavan		8952 W Ave D2 Antelope Acres, CA 93536		LPrude@Verizon.net
JOHANN ZINDER		8848 W. HWY-DY ANTELOPE ACRES, CA 93536		
Irwin Pascal		45153 110 Street West Lancaster, CA 93536	Call (818) 422-2999	ipascal@hotmail.com
Greg Blue			(925) 323-3612	greg.blue@sbcglobal.net
Thomas Lundberg	Transitive Analytics Creative Advertising Services		661 6174 6174	tom@psgandlunde.com
Charles Piccinino	L.A.S.D Los Bureau		323 551-1494	CPiccinino@LASD.ORG
AUHNDESE RT	Newport			LETTERS@AWHIDESERT.COM
PAT CHODO	FARMONT Town Council		661-945-8897	PAT@AVRILEFARM.COM
FARMONT Town Council	Town Council			FARMONT@AVRILEFARM.NET

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Antelope Acres (Elect) Town Council Meeting

November 20, 2013 7:00 pm

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Damon Shaugnessy	Antelope Acres Town Council	8241 West Ave D-8	(609) 336-4162	dshaugnessy@hotmail.com
Dawn Dykhouse	Antelope Acres Town Council	301310 Ave D 4	(609) 433-8116	dawn.dykhouse@yahoo.com
Anthony LaRDE	Antelope Acres Town Council	8515 W Ave H	(609) 609-4956	anthony.larde@ca2ol.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Fairmont Town Council Meeting

November 21, 2013 6:30 pm

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
ED ROBERTS	RESIDENT	19630 W AVE A LAUCASTER CA 93536	661 2592453	
BENNIE MOORE	RESIDENT	24825 W. D HWY 138 LAUCASTER CA 93536	661-724 1014	B.Mos Tractors@AOL Com
DAVE HYATT	Fairmont Town Council Resident	18839 W AVE 138 LAUCASTER CA 93536	661 350-7301	
DAVE KERR	Fairmont Town Council	18750 W. AVE E8 LAUCASTER CA 93536		GK51@HOTMAIL.COM
PAT CHILDO	" "		661 945 8887	PAT@AUTREEFARM.COM
BARBARA ROBERTS	Fairmont Town Council		805 338-4914	HogSemomus@Yahoo.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Fairmont Town Council Meeting

November 21, 2013 6:30 pm

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Gerald Ruttl		25942 W AVE B-4	601 724-2343	gerald.ruttl@aol.com
Greg Blue	Caribou Solar		(925) 323 3612	greg.blue@skglobal.net
WARREN DUNWORTH		18580 W AVENUE E	661-724-1253	dunworthdl@yahoo.com
Robert A. Green		95712 W. AVE B-8	661-724-9144	

**APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**



**Metro**

**Northwest 138 Corridor Improvement Project**

Los Angeles County Department of Public Works Aviation Division

December 12, 2013 9:00 AM

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
CHESTER BRITT	AGENCIAS ASSOCIATES	5851 TONE AVE SUITE A CHICOHILLS, CA 91702	909 627 2974	CBritt@agenciasassociates.com
JASON MORGAN	LA COUNTY DPW AVIATION		626-300-4608	Jmorgan@dpw.lacounty.gov
Richard Smith	Dpm Aviation Div.		616-300-4600	rsmit14@dpw.lacounty.gov
Teresa Wong	Metro			
BOB BLUME	KIMLEY-HORN			
MARK PERKINS	NETCO			

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## Northwest 138 Corridor Improvement Project

Agency Coordination Meeting

December 16, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
REZA FATEH	CT-PPM	100 S. MAIN ST. LA	213-897-8316	RFATEH@DOT.CA.GOV
Natalie Hill	CT-Env.Planning	100. S. Main St, Los Angeles	213-897-0841	natalie_hill@dot.ca.gov
MARK MERVING	METRO			
BOB BOWME	KIMLEY-HORN			
Will Lamborn	Metro			
ERIK GUNDEBERG	ARIELLANO ASSOCIATES			
KEITH LAY	LSA	20 Executive Park, Irvine	949-553-0666	KEITH.LAY@LSA-ASSOC.COM
Nicole West	LSA	ii	ii	NICOLE.WEST@LSA-ASSOC.COM
CHESTER BRITT	ARIELLANO ASSOC	5851 PINE AVE. SUITE 2100 CULVER HILLS CA 91709	909.627.2974	CBRITT@ARIELLANOASSOCIATES.COM
Elisabeth Suh	CH2M HILL / METRO	1000 Wilshire Blvd. Suite 2100 LA CA	310-730-9972	elisabeth.suh@ch2m.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## Northwest 138 Corridor Improvement Project

Agency Coordination Meeting

December 16, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Dahlia Persoff	Caltrans - Design	100 S. Main St. LA 90012	213 897-0463	dahlia.persoff@dot.ca.gov
Jamie Jackson	CDFW	3883 RUFFIN RD SD 92123	855-382-6906	jamie.jackson@wildlife.ca.gov
Roger Mason	ECORP	B-8103 1801 Park Court Pl	714-648-0630	rmason@ecorpcorps.com
ALEX KIRKISH	CALTRANS - DEP	100 S MAIN ST LA 90012	213-897-2795	ALEX.KIRKISH@DOT.CA.GOV
DANIEL TRAN	SCAG	818 W. 7TH ST, LA 90017	213-236-1983	tran@scag.ca.gov
AME HHOON	Caltrans. Noise	100 S. Main St. LA 90012	213-897-7410	Ame.Hhoon@dot.ca.gov
ARNOLD J. PARMAR	CT- NOISE & VIBRATION	"	213-897-4121	Arnold.Parmar@dot.ca.gov
AZIZ ELATTAR	METRO	1 Gateway Plaza	113-922-4715	elattard@Metro.net

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## Northwest 138 Corridor Improvement Project

Agency Coordination Meeting

December 16, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Cesar Moreno	CT Env Planning	100 S. Main St. LA, CA 90002	(213) 897-0697	cesar.moreno@dot.ca.gov
Billy Ho	CT Env Planning	100 S. Main St. LA, CA 90002	(213) 897-2045	billy_ho@dot.ca.gov
Rich Galvin	LOPA	231 Al. Foster Street 90243	(310) 792-2690	richard@pacificall.com
Tiffany Chao	PEINIC	120 N. MADISON AVE 91101	626-676-1000	TCHAO@PENNINCORP.COM
Mandy Jones	GPA	231 California St. 90245	310-792-2690	mandy@gpaconsulting-us.com
Kathy Pham	CT	110 Main St. LA 90012	213-897-0348	kathy.pham@dot.ca.gov
Don MITCHELL	ECORP CONSULTING-	215 N 5TH ST REYNOLDS 92573	909 307-0046	DMITCHELL@ECORPCONSULTING.COM
PAUL CARSON	CT ENV. PLAN (Bio)	100 S. MAIN ST.	213 897-0610	PAUL.CARSON@DOT.CA.GOV
SRI CHAKRAVARTHY	KIMLEY-HORN	660 S. Figueroa St.	213-261-4037	Sri.Chakravarthy@kimley-horn.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Three Points / Liebre Mountain Town Council Meeting

January 11, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
IAN WOSTER	TPTC	46834 266th st west Lakes Hughes 2700 Pinegrove Rd	661-724498	ire825@aol
Dick ZAHNTER	Three Points Resident	46834 266th st west	661-724-2043	Threepointsmarch@yahoo.com
Sharon Koenig	Resident	26130 Pine Camp Rd Lake Hughes 26750 Pine City Rd L.H.	724-7871	
Katley Wangerose	TP Resident	26747 Pine City Rd L.H.	cell 661-4766777	
Edwin Adams	Three Points Part time Resident	46815 King Canyon Rd Rancho CR 93536	661 739-1598	mogardorew@ yahoo.com
Chris Wall	Kings Canyon Resident	46815 King Canyon Rd Rancho CR 93536	661-739-1598	mogardorew@ yahoo.com
Ray Hogue	Kings Canyon Resident	P.O. Box 767 Kandastp, CA 93594	661-724-1633	RAYHOGUE@aol.com
Dick HAGUE	" "	" "	" "	rhague7@aol.com
Jane Randall	Three Points Resident		661 6189440	jr_ranch@live.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Three Points / Liebre Mountain Town Council Meeting

January 11, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
CURTIS MORAN	CCWAV	46472 Kings Cyn	9029446	CURLY@TRILUND RANCH.COM
John Calvert	"	19460 W. JAMES ST RD	(661) 721 2109	Jcalvert@gmail.com
JUDY WATSON	CCWAV	46460 Kings Cyn Rd	661-724-1523	JAN @ 1940@yahoo.com
Gindy Bonanno	CCWAV	4630 Kings Cyn Rd	661-724-2276	
SANDY MCGRAE	CCWAV	47211-212th St. W.	(661) 917-7704	TRUBERTHUS@GMAIL.COM
Janette Caldera	"	47082 Kings Cyn Rd	661-724-1336	CalderaJanette@gmail.com
BENNIE E. MOORE	" "	24725 W AVE D Hwy 138	661-724-1014	Bmos Tractors @ AOL com
DR. J. DeYoung	LA County Superior Dept	Superior Court Street Sta.	(661) 305-1238	JTDEYOUNG@LASD.CO.SG
L. Dean Confield		47536 Twee Points Rd.	661-724-1888	

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Northwest 138 Corridor Improvement Project  
 Three Points / Liebre Mountain Town Council Meeting  
 January 11, 2014  
 Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
CHRIS WANGGARD	PRESIDENT	26750 PINE CANYON RD LAKE HUGHES, CA 93532	661-724-7871 661-917-4640	cwanggard@desertlivingand ,org
Susan Zahnter	Vice President	PO Box 76 LAKE HUGHES, CA 93532	661-724-2043	3dotats@liebreMountain@ gmail.com
Dennis Hinde	Town Council		310-701-7930	hindedennis@gmail.com
Diane Phillips	Treasurer	LAKE HUGHES 93532 46921-466 ST. WEST	661-724-1320	70HKS@AS.NET
Karen Plemons	Secretary	46961 Pine Meadow Dr, Lake Hughes Ca 93532	661-724-0782	pinecan.you.honey.1@ verizon.net
John & MARIANO RUGE		46410 KINGS GYAL RD LANCASTER 93532	661-794-9012	JADMINRUGE@ATL.COM
BENNIE E. MOORE		LAKE HUGHES CA 93532 48141 NORTH 3 POINT RD, CA 93532	661-724-1014	BEMO@TRACTORS@AOL

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Antelope Acres (Original) Town Council Meeting

January 15, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Julie Schuder	Correspondence Secretary AATC	50060 85th St W Lancaster CA 93536	530 740 3980	jn.sculca@yahoo.com
Robert Kueber	President	P.O. Box 2738 Dawson, CA 93539	661 728-0095	robkueber@aol.com
Melanie Melan	AATC Recording Secretary		(661) 942-5285	mel5012@yahoo.com
Robin Seyfried		41458 92nd St. W Antelope Acres, CA 93536	661-723-1992	
Judith Fuentes	Antelope Acres Governing Authority			

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

## Northwest 138 Corridor Improvement Project

Antelope Acres (Original) Town Council Meeting

January 15, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Don Newton	DUSTBUSTERS	47513 93 RD. ST. W.	661-803-8939	DN Newton 8789@gmail.com
Ryan Galbraith	Silverado Rover	2 Empacadero Center, San Marcos, CA 94533 29453 WILKINSON RD LAUGASTER CA	76-93-7149 661-715-6891	ryan@silveradover.com kousouhik@gmail.com
Jess Kuitson	Homeowner	3431 S LAWRENCE RD	661-248-6379	50446177@yahoo.com
Paul Spessman	Homeowner	9136 W. Ave F-4	661- <del>248-6379</del> 9493	brispire@fastmail.com
Ginger Stout	Antelope Acres Homeowner	Antelope Acres, CA 95336		

APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Metro

Northwest 138 Corridor Improvement Project

Edwards Air Force Base Briefing

January 15, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
EMILY DAVIS	ETHS STAFF METEOROLOGIST	4206 12002 235 S. Foothill Rd EMES, CA 93524	661-277-4312	gordans@edwards.af.mil
WARREN SEIDT	Edwards Hqs 1	412 SW 1A 1 S. Reservoir Blvd Edwards AFB, CA 93524	661-277-3576	warren.seidt@us.af.mil
RANDY BECKETT	Edwards AFB	Bldg 3500 225 N. Reservoir Blvd EMES, CA 93524	661-277-9824 <del>661-277-3574</del>	randy.beckett@us.af.mil
Scott Korman	412 Tokyo Edwards AFB	Bld 2750 214-38 125 E. 9th Ave	661-277-3792	Scott.Korman@us.af.mil
Michelle Perry	ETHS Community Planner	Bldg 3520 225 N. Reservoir Blvd Edwards, CA 93524	661-277-9456	Michelle.Perry.2@us.af.mil
Reina Suarez	Environmental Planner	Bldg 4231 12 Laboratory Rd Edwards AFB, CA 93524	661-277-9225	reina.suarez.1@us.af.mil
William Rocha	RANGE CONTROL	Bldg 3400 300 Hqs Bldg Edwards AFB, 93524	661-277-2726	William.Rocha@us.af.mil
James Kneafield	Community Specialist	300 JAMES RD SOUTH BASE EDWARDS, CA 93523	661-277-4716	james.kneafield@us.af.mil
CHESTER BRITT	ANALYST ASSOC	5851 FINE AV SUITE 4 CHICOHILLS, CA 91709	909 627-2974	cbritt@aircawassociates.com
Tami Podesta	Caltrans Env. Plan	100 S. MAIN ST LOS ANGELES CA 90012	213 897-0309	tami.podesta@dot.ca.gov

HARRI DIERIKS - PERRO

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



**Metro**

## Northwest 138 Corridor Improvement Project

Antelope Valley Board of Trade (AVBOT) Board of Directors Breakfast Meeting

January 21, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Bob Banks	AVRQMD	43301 Division, Suite 206 Lunenburg, CA 93535	661-723-8070	bbanks@avagmd.ca.gov
Kelly Kemmermeier	Kaiser Permanente	43110 D. 15th St. D. Laguna, CA 92653	714-779-7101	kelly.kemmermeier@kp.org
Mark Hemstreet	Hemstreet Community	—	8661-722-0122	markhemstreet@smc1.com
Ed Knudson	Antelope Valley College	—	661-722-6301	eknudson@avc.edu
Karina Drees	Niguel	—	—	Karina.Drees@airport.ca.gov
Stan Turner	Edwards Fed (Neos) Union	10 S. MURKOC DR., EDWARDS, CA	661-952-5912	stturner@edwardsfed.org
JD Kenney	Pullman's Office	1008 W. 9th St. #111 St. George, UT 84770	661-274-9188	jd.kenney@pullman.com
Richard Cook	HO Hospital	1600 W. AVE J, LAGUNA BEACH, CA	661-945-8266	Richard.Cook@hospitals.com
Josh Mann	CA STATE BOARD OF EDUCATION	44441 16th St. W, Suite 101 Lathrop, CA 95531	661-282-1056	joshua.mann@coe.ca.gov
John A. Gilbride	AVBOT MANAGEMENT CENTER	43713 20th St. W. Lathrop, CA 95536	661-945-2686 " 916-491-7	john.gilbride@avbot.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



**Metro**

## Northwest 138 Corridor Improvement Project

Antelope Valley Board of Trade (AVBOT) Board of Directors Breakfast Meeting

January 21, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Dianne Kruppel	SCÉ	Lancaster, CA	661-618-9159	dianne.kruppel@mc.ca.com
Frigid Chapman	Chapman Communications	<del>4455</del> Palmdale, Ca.	661-951-1717	fchapman@chapmanpublicrelations.com
Annie Reese	Northrop Grumman	Palmdale, CA	(801) 244 4031	constance_reese@ngc.com
Bill Taylor	Granite Construction	Palmdale CA	661-371-8196	william.taylor@gclnc.com
GORDON ELDER, CFRP		LANCASTER, CA	661-609-3043	gordon@gordonelder.com
Richard Calkins	LA County Sanitation Dist	Palmdale, CA	661 816-4720	rcalkins@lcsd.org
Emily Houston	AVBOT	Lancaster, CA	661-947-9033	emily@avbot.org
Walter Medina	AVBOT	41319 12th St. W. Palmdale 93551	661-947-9033	Walter@avbot.org
Scott Cummings	AVM	1333 Rancholista Blvd #114 Palmdale, CA 93551	661-266-5182	
LARRY GROOMS	RR Consultant	42939 Stefordshire Dr. LAWSTER CA 93536	661-949-7150	caltrans@qmail.com

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



**Metro**

Northwest 138 Corridor Improvement Project  
 Antelope Valley Board of Trade (AVBOT) Board of Directors Breakfast Meeting  
 January 21, 2014  
 Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Michael Belzil	Lockheed Martin Aeronautics, Co	1011 Lockheed Way Palmdale CA 93559	661-572-3067	michael.belzil@lmco.com
Dennis Shaffner	Edwards AFB Public Affairs	305 E. Popson Ave Edwards AFB, CA 93524	661-979-3517	dennis.shaffner@us.af.mil
Donna Termedel	Antelope Valley Family Home A	43801-10 <sup>th</sup> St Lancaster 93534	(661) 783-9622	donnatermedel@ymail.com
Harvey Holloway	ESC Valley Realty	42402 10 <sup>th</sup> St Lancaster 93534	661-948-2444	harvey@escvalleyrealty.com
Lisa Moulton	Senator Steve Knight	848 <sup>th</sup> Lancaster Blvd Lancaster, CA 93554	661-729-6252	lisa.moulton@sen.ca.gov

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



**Metro**

## Northwest 138 Corridor Improvement Project

Antelope Valley Board of Trade (AVBOT) Board of Directors Breakfast Meeting

January 21, 2014

Sign-in Sheet



NAME	AFFILIATION	ADDRESS	TELEPHONE #	E-MAIL
Allen M. Hoffmann	Boeing Co.	Edwards AFB/ Air Force Plant #42	661-275-3169	a.m.hoffmann@boeing.com
Guo Canacho	Canacho Auto	904 413 Nub Vista Dr Palmdale CA 93551	661-449-8300	guo@canachauto.com
Charles Hoey	Charles Hoey & Associates	42315 (E) 107th Street Lancaster, (111) 935-34	661-788-3222	chaek@choeyre.com
MATRX Executive Board	Building Industry Assoc of So. Calif, Los Angeles/Ventura Plaque Co.	44903 107th St. West, Lancaster, CA 93554	661-949-6387	mpg@matrix@bivala.v.org

**APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**

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# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN, Governor

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Flex your power!  
Be Energy efficient!*

November 1, 2013

Mr. Josue Yambo  
FHWA CALSOUTH Office  
888 S. Figueroa, Ste. 750  
Los Angeles, CA. 90017

Dear Mr. Yambo:

### **Subject: State Route 138 Northwest Corridor Improvement Project Notice of Intent**

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans, as the assigned National Environmental Policy Act (NEPA) agency, will prepare an Environmental Impact Statement on a proposal for State Route 138 (SR-138) Northwest Corridor Improvement project in Los Angeles County, California.

We are forwarding the enclosed Notice of Intent (NOI) for this project to you to be published in the Federal Register as the next step in the environmental process.

We thank you in advance for your attention to this important transportation project. Should you have any questions or concerns, please contact me at 213-897-5446.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mine Struhl".

Mine Struhl  
Associate Environmental Planner  
Division of Environmental Planning  
Caltrans, District 7

*"Caltrans improves mobility across California"*

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



rights made available to European Union carriers in the future.

**Barbara J. Hairston,**

*Supervisory Dockets Officer, Docket Operations, Federal Register Liaison.*

[FR Doc. 2013-27103 Filed 11-12-13; 8:45 am]

BILLING CODE 4910-9X-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2013-39]

#### Petition for Exemption; Summary of Petition Received

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petition for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and must be received on or before December 3, 2013.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2013-0710 using any of the following methods:

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- *Mail:* Send comments to the Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.
- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.
- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Privacy:* We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the

individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

**Docket:** To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Keira Jones (202) 267-4024, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on November 4, 2013.

**Brenda D. Courtney,**

*Acting Director, Office of Rulemaking.*

#### Petition For Exemption

Docket No.: FAA-2013-0710.

Petitioner: Atlas Air, Inc.

Section of 14 CFR Affected: 14 CFR § 121.1005.

Description of Relief Sought: Atlas Air seeks relief to have the ability to provide training on any pre-transportation functions related to handling hazmat (including but not limited to acceptance, rejection, handling, storage incidental to transport, packaging, or loading, or any function listed under § 121.1001(a)) for individuals used by Atlas and received hazmat training from a foreign air carrier issued operations specifications under 14 CFR part 129. Atlas has determined this training is substantially similar to Atlas's FAA-approved training and satisfies international hazardous materials training standards provided by Hazardous Materials Regulations (HMR) or the International Civil Aviation Organization's Technical Instructions (ICAO TI), and all other 14 CFR requirements.

[FR Doc. 2013-27032 Filed 11-12-13; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Los Angeles County, California

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Los Angeles County, California.

**DATES:** Public Scoping meetings will be held in early part of 2014.

**FOR FURTHER INFORMATION CONTACT:** Tami Podesta, California Department of Transportation (Caltrans), 100 S. Main Street, Los Angeles, CA 90012, telephone (213) 897-0309 and [tami\\_podesta@dot.ca.gov](mailto:tami_podesta@dot.ca.gov).

**SUPPLEMENTARY INFORMATION:** Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans as the assigned National Environmental Policy Act (NEPA) agency will prepare an Environmental Impact Statement on a proposal for State Route 138 (SR-138) Northwest Corridor Improvement project in Los Angeles County, California. This project is located in northern Los Angeles County, three miles south of the Kern County Line and passing within one-half mile of the northernmost limits of the City of Lancaster. The project extends from Interstate 5 (I-5) on the west to State Route 14 (SR-14) on the east, a distance of approximately 36 miles. It is currently a two-lane rural highway with no access control. SR-138 Northwest Corridor Improvement Project proposes to improve the highway as a freeway, expressway with access control and/or traffic system/multi-modal facility. The SR-138 currently supports the regional transportation needs of the local community, and serves as an alternate route for east-west traffic in northern Los Angeles County.

Four alternatives are identified for the project corridor. Alternative 1 is an expressway facility throughout the entire corridor. Alternative 2 is a freeway/expressway facility throughout the entire corridor. Alternative 3 is a traffic system/multi-modal facility throughout the entire corridor. Alternative 4 is the No-Build Alternative.

These alternatives may be refined, combined with various different alternatives, or be removed from further consideration, as more analysis is conducted on the project alternatives. Analysis supporting the EIS will determine the type of facility necessary to meet the existing and future

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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transportation needs in the corridor. Section 404 Permit may be required from U.S. Army Corp of Engineers under the Clean Water Act. In addition, Caltrans will coordinate with U. S. Fish and Wildlife Service under Section 7 of the Federal Endangered Species Act and request and receive species lists, prepare the biological assessment, and conduct the formal consultation.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Participating Agencies, local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Public Scoping meetings will be held in the early part of 2014. The public outreach/information program will continue throughout the environmental document phase for the proposed project. In addition, a public hearing will be held. Public notice will be given of the time and place of the hearing. The Draft Environmental Impact Statement will be available for public and agency review and comment prior to the public hearing. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Matt Schmitz,**

*Director, Project Delivery, Federal Highway Administration, Sacramento, California.*

[FR Doc. 2013-26948 Filed 11-12-13; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2013-0348]

#### Agency Information Collection Activities; Revision of an Approved Information Collection: Practices of Household Goods Brokers

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995,

FMCSA announces its plan to submit the Information Collection Request (ICR) described below to the Office of Management and Budget (OMB) for its review and approval and invites public comment. FMCSA requests approval to revise an ICR titled "Practices of Household Brokers" to no longer include one-time costs previously incurred by brokers to come into compliance with 49 CFR part 371, and to update other wage related costs that have changed since the last approval. This ICR is necessary to support the requirements of subpart B of 49 CFR part 371 and FMCSA's responsibility to ensure consumer protection in the transportation of household goods (HHG).

**DATES:** We must receive your comments on or before January 13, 2014.

**ADDRESSES:** You may submit comments identified by Federal Docket Management System (FDMS) Docket Number FMCSA-2013-0348 using any of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.

- **Fax:** 1-202-493-2251.

- **Mail:** Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, 20590-0001.

- **Hand Delivery or Courier:** West Building, Ground Floor, Room W12-140 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**Instructions:** All submissions must include the Agency name and docket number. For detailed instructions on submitting comments and additional information on the exemption process, see the Public Participation heading below. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

**Docket:** For access to the docket to read background documents or comments received, go to <http://www.regulations.gov>, and follow the online instructions for accessing the dockets, or go to the street address listed above.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement for the Federal Docket

Management System published in the **Federal Register** on January 17, 2008 (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-794.pdf>.

**Public Participation:** The Federal eRulemaking Portal is available 24 hours each day, 365 days each year. You can obtain electronic submission and retrieval help and guidelines under the "help" section of the Federal eRulemaking Portal Web site. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard, or print the acknowledgement page that appears after submitting comments online. Comments received after the comment closing date will be included in the docket and will be considered to the extent practicable.

**FOR FURTHER INFORMATION CONTACT:** Mr. Brodie Mack, Commercial Enforcement and Investigations Division, Household Goods Team Leader, U.S. Department of Transportation, Federal Motor Carrier Safety Administration, West Building 6th Floor, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Telephone: 202-366-8045; email [brodie.mack@dot.gov](mailto:brodie.mack@dot.gov).

#### SUPPLEMENTARY INFORMATION:

**Background:** FMCSA, in response to Title IV, Subtitle B of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) and a petition for rulemaking from the American Moving and Storage Association (AMSA), amended 49 CFR part 371, existing regulations for brokers, with a Final Rule titled, "Brokers of Household Goods Transportation by Motor Vehicles" (75 FR 72987), November 29, 2010, providing additional consumer protection responsibilities for brokers of HHG.

Section 4212 of SAFETEA-LU directs the Secretary to require HHG brokers to provide individual shippers with the following information whenever a broker has contact with a shipper or potential shipper:

1. The broker's USDOT number.
2. The FMCSA booklet titled "Your Rights and Responsibilities When You Move."
3. A list of all authorized motor carriers providing transportation of HHG used by the broker and a statement that the broker is not a motor carrier providing transportation of HHG.

FMCSA, as the result of a rulemaking that took effect November 29, 2010, amended 49 CFR part 371 by adding subpart B, specific consumer protection requirements for HHG brokers. The

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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**From:** [Podesta, Tami L@DOT](mailto:Podesta.Tami.L@DOT)  
**To:** [Ann Kerman](#); [Brian Lin](#); [Chester Britt](#); [Edgar Gutierrez](#); [Ghate, Ravi B@DOT](#); [Mark Dierking](#); [Struhl, Mine@DOT](#); [Tony Harris](#); [William Lambom](#); [Yesenia Arias](#); [Robert Blume](#); [Teresa Wong](#)  
**Subject:** FW: Environmental Impact Statement\_Los Angeles County SR-138 (UNCLASSIFIED)  
**Date:** Wednesday, November 13, 2013 11:44:03 AM

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Hi 138 NW Team:

Per the attached email please add Jason Cowin P.E. from Edwards Air Force Base to the stakeholders list.

Also, the 138 NW Corridor Improvement Project NOI was published in the Federal Register on 11/12/13, please see the following link:

<http://www.gpo.gov/fdsys/pkg/FR-2013-11-13/pdf/2013-26948.pdf>

Thank you,

Tami Podesta  
Senior Environmental Planner  
213-897-0309

Department of Transportation  
Division of Environmental Planning  
100 South Main Street, Ste. 100  
Los Angeles, CA 90012

-----Original Message-----

From: Cowin, Jason W CIV (US) [<mailto:jason.w.cowin.civ@mail.mil>]  
Sent: Wednesday, November 13, 2013 5:41 AM  
To: Podesta, Tami L@DOT  
Subject: RE: Environmental Impact Statement\_Los Angeles County SR-138 (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

Ma'am,

I am the Highways for National Defense program manager for the Department of Defense. Part of my mission is to ensure the needs of the DOD are incorporated into civilian highway plans and programs. CALTRANS has always been a valuable and receptive partner to the DOD.

I am writing in regards to a recent posting in the Federal Register for a proposed EIS for Los Angeles County for SR-138. I would just like to request coordination with Edwards Air Force Base. This facility does not appear to have a direct impact to the base but as Edwards is a major economic generator and traffic generator for that area, this project could have implications to the base. If you have already begun this coordination, I apologize.

If you need assistance in finding the correct POC for the base, I can be of assistance in that area.

Thank you.

Jason

## **APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**

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Jason W. Cowin, P.E.  
Senior Engineer/HND-SDDCTEA  
618-220-5229  
DSN 770-5229

Classification: UNCLASSIFIED  
Caveats: NONE

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

December 12, 2013

Ronald Kosinski  
Deputy District Director  
Division of Environmental Planning  
Caltrans, District 7  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

Subject: Scoping Comments for the Environmental Impact Statement for State Route 138  
Northwest Corridor Improvement Project, Los Angeles County, California

Dear Mr. Kosinski:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published on November 13, 2013, requesting comments on the California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) decision to prepare a Draft Environmental Impact Statement (DEIS) for the State Route 138 Northwest Corridor Improvement Project. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

As stated in my voicemail message to Tami Podesta on December 2, we accept Caltrans' invitation to become a "Participating Agency" (as defined in 23 USC 139) and a "Cooperating Agency" (as defined in NEPA). We look forward to working with Caltrans to ensure that early coordination procedures assist both our agencies in meeting our statutory missions.

As a Participating and Cooperating Agency, we define EPA's role in the development of the project to include the following as they relate to our jurisdiction by law or areas of expertise:

- 1) Provide meaningful and early input on defining purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in alternatives analysis.
- 2) Participate in coordination meetings and joint field reviews as appropriate and as resources allow.
- 3) Review and comment on the pre-draft or pre-final environmental documents (including technical reports and/or plans related to traffic analysis, air quality, wetlands/waters, biological resources, cumulative impacts assessment, and conceptual mitigation) as resources allow to reflect the views and concerns of EPA on the adequacy of the documents, alternatives considered, anticipated impacts, and avoidance, minimization, and mitigation strategies.

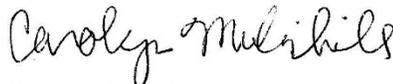
## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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This project may meet the criteria for coordination under the April 2006 *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding* (NEPA/404 MOU). The NEPA/404 MOU includes specific agreement points to assist in developing the DEIS and involves active participation in meetings and document reviews. It applies to transportation projects that have five or more acres of permanent impacts to waters of the United States and require EIS preparation. We encourage Caltrans to contact the NEPA/404 signatory agencies once more information about potential impacts to waters of the United States is available in order to initiate coordination under the NEPA/404 MOU, if applicable.

EPA appreciates the opportunity to comment on preparation of the DEIS. Once the DEIS is released for public review, please send one hard copy and one electronic copy to me at the address above (mail code: CED-2). If you have any questions, please feel free to contact me at (415) 947-3554 or [mulvihill.carolyn@epa.gov](mailto:mulvihill.carolyn@epa.gov).

Sincerely,



Carolyn Mulvihill  
Environmental Review Office

Enclosures: EPA's Detailed Comments

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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EPA SCOPING COMMENTS ON THE STATE ROUTE 138 NORTHWEST CORRIDOR IMPROVEMENT PROJECT ENVIRONMENTAL IMPACT STATEMENT, DECEMBER 12, 2013

## **Water and Wetlands Resources**

The proposed project will likely involve impacts to water bodies and wetlands. Potential impacts may be direct, from construction and use of the facility, or indirect and cumulative. The assessment of impacts to waters should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA recommends that the following information be included in the Draft Environmental Impact Statement (DEIS) for the assessment of existing conditions and environmental consequences of each proposed alternative.

### ***Recommendations:***

- Include a classification of waters and the geographic extent of waters and any adjacent riparian areas in the project area.
- Characterize the functional condition of waters and any adjacent riparian areas.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Identify all protected resources with special designations and all special aquatic sites<sup>1</sup> and waters within state, local, and federal protected lands. Additional steps should be taken to avoid and minimize impacts to these areas.
- Include wildlife species that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Characterize the hydrologic linkage to any impaired water bodies and identify what Clean Water Act 303(d) listed impaired water bodies exist in the project area.
- Address potential direct and indirect, or secondary, impacts and identify specifically how each of the following impacts will be minimized or avoided:
  - changes in hydrology and sediment transport capacity;
  - increases in impervious surfaces and the corresponding increases in the volume and velocity of polluted stormwater;
  - decreases in water quality from the impairment of floodplain and ecosystem functions including water filtration, groundwater recharge, and flood attenuation;
  - disruption of hydrological and ecological connectivity; and
  - decreases in biodiversity and ecosystem stability.

### ***On-site Avoidance and Minimization Strategies***

Caltrans should explore on-site alternatives to avoid or minimize impacts to waters. Typically, transportation projects can accomplish this by: (1) using spanned crossings, arch crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes, and wildlife passage; (2) moving alignments to avoid impacts to wetlands and waterways; and (3) establishing and maintaining adequate buffers away from

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<sup>1</sup> Special aquatic sites are defined at 40 CFR 230.40 – 230.45 and include wetlands, mud flats, vegetated shallows, coral reefs, and riffle and pool complexes.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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aquatic resources. The DEIS should identify on-site measures and modifications for all alternatives to further reduce impacts to waters and wetland resources.

### ***Impacts to CWA Section 404 Waters***

Discharges of dredged or fill material into waters of the United States require authorization by the U.S. Army Corps of Engineers under Clean Water Act (CWA) Section 404. The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the United States. These criteria require a permitted discharge to: (1) be the least environmentally damaging practicable alternative (LEDPA); (2) avoid causing or contributing to a violation of a state water quality standard; (3) avoid jeopardizing a federally listed species or adversely modifying designated critical habitat for a federally listed species; (4) avoid causing or contributing to significant degradation of the waters of the United States; and (5) mitigate for unavoidable impacts to waters. A fully integrated DEIS that adequately addresses these criteria would facilitate the CWA Section 404 permit review process. EPA recommends integrating NEPA and CWA Section 404 requirements in the development of the DEIS.

This project may meet the criteria for coordination under the April 2006 *National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding* (NEPA/404 MOU). The NEPA/404 MOU includes specific agreement points to assist in developing the DEIS and involves active participation in meetings and document reviews. It applies to transportation projects that have five or more acres of permanent impacts to waters of the United States and require EIS preparation. We encourage Caltrans to contact the NEPA/404 signatory agencies once more information about potential impacts to waters of the United States is available in order to initiate coordination under the NEPA/404 MOU, if applicable.

### **Biological Resources**

The proposed project may have direct and indirect impacts on federal- and state-listed threatened and endangered species and other biological resources in the project vicinity.

#### ***Recommendations:***

- Identify all petitioned and listed threatened and endangered species and critical habitat within the project area and assess which species and critical habitats might be directly or indirectly affected by each alternative.
- Discuss the status of any Endangered Species Act Section 7 consultation process.
- Describe efforts to avoid and/or minimize impacts to species and their associated habitats.
- In accordance with Executive Order 13112 on Invasive Species, identify proposed methods to minimize the spread of invasive species and use native plant and tree species where revegetation is planned. Commit to saving removed native soils for use in revegetation projects.
- Clearly demonstrate compliance with Section 4(f) (49 U.S.C. 303).

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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### **Air Quality**

The DEIS should discuss the potential air quality impacts of this project, resulting from both potential construction activities and operation. The proposed project would be located in an area of the Mojave Desert Air Basin regulated by the Antelope Valley Air Quality Management District. The area is designated severe nonattainment for the 8-hour ozone National Ambient Air Quality Standard (NAAQS). Because of the project area's nonattainment status, it is important to reduce emissions resulting from the project.

#### ***Recommendations:***

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), NAAQS, criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each alternative.
- Include a thorough analysis of impacts from the construction and operation of the proposed alternatives. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions.
- Discuss potential air quality impacts in the context of conformity requirements and associated state implementation plans.
- Disclose available information about the health risks associated with emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emission levels. Include a comparison table showing current emissions along with anticipated emissions at interim and full build phases of the proposed improvements.
- Describe specific commitments to mitigate emissions that will prevent further degradation of air quality and reduce health impacts. Include an estimate of the air quality benefits and reduced health effects that result from each mitigation measure proposed in the DEIS.
- Identify any specific mitigation measures considered for sensitive populations (including schools, daycare facilities, hospitals, elderly care facilities, etc.).

### ***Construction***

The DEIS should include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) and this plan should be adopted in the Record of Decision (ROD). EPA recommends that the best available control measures (BACM) for all pollutants be implemented, including those listed below.

#### ***Fugitive Dust Source Controls:***

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, to reduce air quality impacts. Operate water trucks or consider other options for stabilization of soil and disturbed surfaces under windy conditions.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

### *Mobile and Stationary Source Controls:*

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification, where applicable, levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>.
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable federal or state standards and commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of DPM and other pollutants at the construction site.

### *Administrative controls:*

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and where appropriate use alternative fuels such as natural gas and electric.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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### **Environmental Justice**

Executive Order 12898 addresses Environmental Justice in minority and low-income populations, and the Council on Environmental Quality (CEQ) has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.hss.doe.gov/nepa/regs/ej/justice.pdf>). The DEIS should include a description of the area of potential impact used for the environmental justice impact analysis and provide the source of demographic information.

#### ***Recommendations:***

- Define potential environmental justice concerns, including any environmental justice issues raised during scoping meetings. Discuss the key issues where environmental justice is potentially a concern, such as relocation, air quality, noise, vibration, access to property, pedestrian safety, etc.
- Define the reference community and the affected community. The definitions are used to analyze whether there are disproportionately high and adverse human health or environmental impacts by comparing the impacts to the affected community with the impacts to the reference community.
- Disclose whether the project will result in a disproportionate and adverse impact on minority or low-income populations. Ensure this conclusion is reported consistently throughout the DEIS. This statement should be supported by sufficient information for the public to understand the rationale for the conclusion.
- Propose appropriate mitigation if disproportionately high and adverse impacts on minority or low-income populations are likely to result from the proposed action and any alternatives.

### **Protection of Historic and Cultural Resources**

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the effects of their actions on historic properties, which include buildings, structures, objects, sites, districts, and archaeological resources.

#### ***Recommendations:***

- In the DEIS, assess potential impacts to historical, archaeological, and cultural resources and coordinate with affected Tribes and other interested parties.
- Clearly document the methodology used for determining the potential impacts to cultural and historic resources.
- Address what mitigation techniques will be used should sensitive resources be discovered, including recording or removal of materials, and/or changes in project design.
- Identify the status of any Memorandum of Understanding with the State Historic Preservation Officer regarding the project.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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### **Relationship to Other Proposed Projects**

EPA has been coordinating with Caltrans on the environmental review process for the High Desert Corridor project. The DEIS should discuss the relationship between these two projects, and whether the implementation of the High Desert Corridor project would impact traffic or other aspects of this project. Specifically, we recommend that traffic analysis, including truck traffic, performed for High Desert Corridor planning be used to inform planning and environmental review for this project.

### **Cumulative Impact Analysis**

Cumulative impacts are defined in the Council on Environmental Quality's (CEQ) NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such actions (40 CFR 1508.7). These actions include both transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents. These types of projects, identified within and around the project corridor, should be included in the cumulative impacts analysis.

The cumulative impact analysis for the project provides an opportunity to identify potential large, landscape-level regional impacts, as well as potential large-scale mitigation measures. The analysis should examine landscape-level impacts to all sensitive resources on a regional scale and guide potential avoidance and minimization measures, while focusing design and mitigation efforts.

#### ***Recommendations:***

- Conduct a thorough cumulative impact assessment, including a complete list of reasonably foreseeable actions, including non-transportation projects. EPA recommends use of Caltrans' cumulative impacts guidance at [http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm).
- For each resource analyzed:
  - Identify the current condition of the resource as a measure of past impacts. For example, the percentage of wetlands lost to date.
  - Identify the trend in the condition of the resource as a measure of present impacts. For example, the health of the resource is improving, declining, or stasis.
  - Identify the future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends.
  - Assess with specific measures, the contribution of the impact from each alternative to the long term health of the resource.
  - Disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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- Identify landscape-level opportunities to avoid and minimize impacts, including working with other entities.

### **Growth-Related Impacts**

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this project. Improved access to undeveloped areas may induce growth on surrounding lands. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA and CEQA by considering environmental consequences as early as possible and providing a well-documented and sound basis for decision making.

The May 2006 *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Guidance) ([http://www.dot.ca.gov/scr/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/scr/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)) developed jointly by Caltrans, the Federal Highway Administration, and EPA, provides an approach to developing a growth-related impact analysis. After the potential for growth is identified for each alternative, the Guidance recommends assessing if growth-related impacts affect resources of concern.

#### ***Recommendations:***

- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no or insignificant impacts to resources of concern, then document the process and report the results. EPA recommends following the Step-by-Step Approach for Conducting the Analysis in Chapter 6 of the Guidance.
- Include a discussion of mitigation strategies to reduce impacts if adverse impacts cannot be avoided or minimized. Section 6.3 Mitigation of the Guidance provides an approach to address mitigation for growth-related impacts.

### **Climate Change**

The State of California has increased its focus on potential climate change and impacts of increasing greenhouse gas emissions. Specifically, the Global Warming Solutions Act of 2006 and Executive Order S-3-05 recognize the impact that climate change can have within California and provide direction for future reductions of greenhouse gases.

The DEIS should include a discussion of the potential impacts of climate change on the proposed project and identify adaptive management strategies to protect the project area from those impacts. EPA also recommends that the DEIS identify the cumulative contributions to and reductions of greenhouse gas emissions that would result from implementation of the project.

**APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**

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# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

## Notice of Preparation

November 6, 2013

To: Reviewing Agencies  
Re: State Route 138 Northwest Corridor Improvement Project  
SCH# 2013111016

Attached for your review and comment is the Notice of Preparation (NOP) for the State Route 138 Northwest Corridor Improvement Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Garrett Damrath**  
California Department of Transportation, District 7  
100 South Main Street, MS-16A  
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

  
Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

## Document Details Report State Clearinghouse Data Base

**SCH#** 2013111016  
**Project Title** State Route 138 Northwest Corridor Improvement Project  
**Lead Agency** Caltrans #7

**Type** NOP Notice of Preparation

**Description** The project is located in northern Los Angeles County, and extends from Interstate 5 (I-5) on the west to State 14 (SR-14) on the east. SR-138 Northwest Corridor Improvement project proposes to improve the highway as a freeway, expressway with access control and/or traffic system/multi-modal facility. Four alternatives are identified for the project corridor. Alternative 1 is an expressway facility throughout the entire corridor. Alternative 2 is a freeway/expressway facility throughout the entire corridor. Alternative 3 is a traffic system/multi-modal facility throughout the entire corridor. Alternative 4 is the No-Build Alternative. These alternatives may be refined, combined with various different alternatives, or be removed from further consideration, as more analysis is conducted on the project alternatives.

### Lead Agency Contact

**Name** Garrett Damrath  
**Agency** California Department of Transportation, District 7  
**Phone** (213) 897-9016 **Fax**  
**email**  
**Address** 100 South Main Street, MS-16A  
**City** Los Angeles **State** CA **Zip** 90012

### Project Location

**County** Los Angeles  
**City** Lancaster  
**Region**  
**Cross Streets** I-5/SR-14  
**Lat / Long**  
**Parcel No.** Various  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>

### Proximity to:

**Highways** I-5, SR-14  
**Airports**  
**Railways**  
**Waterways** Quail Lake  
**Schools**  
**Land Use** Open Space, Rural

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; California Highway Patrol; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Regional Water Quality Control Bd., Region 6 (Victorville)

**Date Received** 11/06/2013      **Start of Review** 11/06/2013      **End of Review** 12/05/2013

Note: Blanks in data fields result from insufficient information provided by lead agency.

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

2013111016

SCH#

County: Los Angeles

City: Los Angeles

## NOP Distribution List

- |   |   |   |
|---|---|---|
| <p><u>Resources Agency</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Laurie Harnsberger</li> <li><input type="checkbox"/> Jeff Dronngesen</li> <li><input type="checkbox"/> Charles Armor</li> <li><input type="checkbox"/> Julie Vance</li> <li><input type="checkbox"/> Leslie Newton-Reed</li> <li><input type="checkbox"/> Gabriela Gatchel</li> <li><input type="checkbox"/> Heidi Sickler</li> <li><input type="checkbox"/> George Isaac</li> <li><input type="checkbox"/> Eric Knight</li> <li><input type="checkbox"/> Dan Foster</li> <li><input type="checkbox"/> James Herota</li> <li><input type="checkbox"/> Ron Parsons</li> <li><input type="checkbox"/> Sue O'Leary</li> <li><input type="checkbox"/> Steve McAdam</li> <li><input type="checkbox"/> Nadell Gayou</li> </ul> | <p><u>Resources Agency</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Laurie Harnsberger</li> <li><input type="checkbox"/> Jeff Dronngesen</li> <li><input type="checkbox"/> Charles Armor</li> <li><input type="checkbox"/> Julie Vance</li> <li><input type="checkbox"/> Leslie Newton-Reed</li> <li><input type="checkbox"/> Gabriela Gatchel</li> <li><input type="checkbox"/> Heidi Sickler</li> <li><input type="checkbox"/> George Isaac</li> <li><input type="checkbox"/> Eric Knight</li> <li><input type="checkbox"/> Dan Foster</li> <li><input type="checkbox"/> James Herota</li> <li><input type="checkbox"/> Ron Parsons</li> <li><input type="checkbox"/> Sue O'Leary</li> <li><input type="checkbox"/> Steve McAdam</li> <li><input type="checkbox"/> Nadell Gayou</li> </ul> | <p><u>Resources Agency</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Laurie Harnsberger</li> <li><input type="checkbox"/> Jeff Dronngesen</li> <li><input type="checkbox"/> Charles Armor</li> <li><input type="checkbox"/> Julie Vance</li> <li><input type="checkbox"/> Leslie Newton-Reed</li> <li><input type="checkbox"/> Gabriela Gatchel</li> <li><input type="checkbox"/> Heidi Sickler</li> <li><input type="checkbox"/> George Isaac</li> <li><input type="checkbox"/> Eric Knight</li> <li><input type="checkbox"/> Dan Foster</li> <li><input type="checkbox"/> James Herota</li> <li><input type="checkbox"/> Ron Parsons</li> <li><input type="checkbox"/> Sue O'Leary</li> <li><input type="checkbox"/> Steve McAdam</li> <li><input type="checkbox"/> Nadell Gayou</li> </ul> |
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Last Updated 9/24/2013

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

STATE OF CALIFORNIA

Edmund G. Brown, Jr. Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
Ds\_nahc@pacbell.net  
e-mail: ds\_nahc@pacbell.net



November 19, 2013

Mr. Garrett Damrath, Environmental Planner

**California Department of Transportation – District 7**

100 South Main Street, MS-16A  
Los Angeles, CA 90012

RE: SCH#2013111016 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the **“State Route 138 Northwest Corridor Improvement Project;”** located from Interstate 5 on the west to State Route 14; Los Angeles County,, California

Dear Mr. Damrath:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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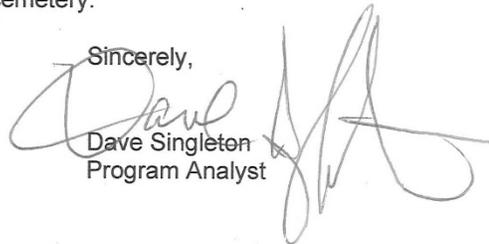
proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

  
Dave Singleton  
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

### Native American Contacts Los Angeles County, California November 19, 2013

Beverly Salazar Folkes  
1931 Shadybrook Drive  
Thousand Oaks, CA 91362  
folkes9@msn.com  
805 492-7255  
(805) 558-1154 - cell  
folkes9@msn.com

Chumash  
Tataviam  
Fernandeño

San Fernando Band of Mission Indians  
John Valenzuela, Chairperson  
P.O. Box 221838  
Newhall, CA 91322  
tsen2u@hotmail.com  
(661) 753-9833 Office  
(760) 885-0955 Cell  
(760) 949-1604 Fax

Fernandeño  
Tataviam  
Serrano  
Vanyume  
Kitanemuk

Fernandeno Tataviam Band of Mission Indians  
Larry Ortega, Chairperson  
1019 - 2nd Street, Suite #1  
San Fernando CA 91340  
(818) 837-0794 Office  
  
(818) 837-0796 Fax

Fernandeno  
Tataviam

Randy Guzman - Folkes  
4676 Walnut Avenue  
Simi Valley, CA 93063  
**ndnRandy@yahoo.com**  
(805) 905-1675 - cell  
(805) 520-5915-FAX

Chumash  
Fernandeño  
Tataviam  
Shoshone Paiute  
Yaqui

LA City/County Native American Indian Comm  
Ron Andrade, Director  
3175 West 6th St, Rm. 403  
Los Angeles, CA 90020  
randrade@css.lacounty.gov  
(213) 351-5324  
(213) 386-3995 FAX

San Manuel Band of Mission Indians  
Daniel McCarthy, M.S., Director-CRM Dept.  
26569 Community Center Drive  
Highland, CA 92346  
(909) 864-8933, Ext 3248  
dmccarthy@sanmanuel-nsn.  
gov  
(909) 862-5152 Fax

Serrano

Kitanemuk & Yowlumne Tejon Indians  
Delia Dominguez, Chairperson  
115 Radio Street  
Bakersfield, CA 93305  
deedominguez@juno.com  
(626) 339-6785

Yowlumne  
Kitanemuk

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013111016; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the State Route 138 Northwest Corridor Improvement Project; Los Angeles County, California.

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## Lahontan Regional Water Quality Control Board

### MEMORANDUM

**TO:** Garrett Damrath, Chief Environmental Planner  
California Department of Transportation, District 7  
100 South Main Street, MS-16A  
Los Angeles, CA 90012-3606

**FROM:**   
Jan M. Zimmerman, Engineering Geologist  
LAHONTAN REGIONAL WATER QUALITY CONTROL BOARD

**DATE:** December 3, 2013

**SUBJECT:** **COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE STATE ROUTE 138 NORTHWEST CORRIDOR IMPROVEMENT PROJECT, LOS ANGELES COUNTY, STATE CLEARINGHOUSE NUMBER 2013111016**

The California Regional Water Quality Control Board, Lahontan Region (Water Board) staff received the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the above-referenced project (Project) on November 12, 2013. The NOP was prepared by the California Department of Transportation, District 7 (Caltrans) and submitted in compliance with provisions of the California Environmental Quality Act (CEQA). Water Board staff, acting as a responsible agency, is providing these comments to specify the scope and content of the environmental information germane to our statutory responsibilities pursuant to CEQA Guidelines, California Code of Regulations, title 14, section 15096. Based on our review of the NOP, (1) design alternatives that **avoid and minimize** impacts to surface water resources, including wetlands, should be considered, (2) natural drainage channels should be maintained to ensure that no net loss of function and value (i.e. groundwater recharge, habitat, flood attenuation, and water quality enhancement) will occur as a result of Project implementation, and (2) best management practices (BMPs) that effectively treat post-construction storm water runoff should be included in the Project's design. Our comments on the NOP are provided below.

#### PROJECT DESCRIPTION

The proposed Project is to improve a 36-mile long segment of State Route (SR) 138 from Interstate 5 on the west to State Route 14 on the east. The Project alternatives to be evaluated in the DEIR include various combinations of freeway, expressway, access control, and multi-modal facility improvements.

PETER C. PUMPHREY, CHAIR | PATTY Z. KOUYOUMDJIAN, EXECUTIVE OFFICER

14440 Civic Drive, Suite 200, Victorville, CA 92392 | [www.waterboards.ca.gov/lahontan](http://www.waterboards.ca.gov/lahontan)



# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Damrath

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December 3, 2013

## WATER BOARD'S AUTHORITY

All groundwater and surface waters are considered waters of the State. Surface waters include streams, lakes, ponds, and wetlands, and may be ephemeral, intermittent, or perennial. All waters of the State are protected under California law. State law assigns responsibility for protection of water quality in the Lahontan Region to the Lahontan Water Board. Some waters of the State are also waters of the U.S. The Federal Clean Water Act (CWA) provides additional protection for those waters of the State that are also waters of the U.S.

The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) contains policies that the Water Board uses with other laws and regulations to protect the quality of waters of the State within the Lahontan Region. The Basin Plan sets forth water quality standards for surface water and groundwater of the Region, which include designated beneficial uses as well as narrative and numerical objectives which must be maintained or attained to protect those uses. The Basin Plan can be accessed via the Water Board's web site at [http://www.waterboards.ca.gov/lahontan/water\\_issues/programs/basin\\_plan/references.shtml](http://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.shtml).

## SPECIFIC COMMENTS FOR THE ENVIRONMENTAL REVIEW

Please consider our comments, as outlined below, in preparation of the DEIR.

1. Los Angeles County falls within the jurisdiction of two Regional Water Boards, the Lahontan and Los Angeles Water Boards. The Project site appears to straddle the regional boundary between both Regional Water Board jurisdictions. While the majority of the Project site is in an area under the jurisdiction of the Lahontan Water Board, the western portion of the site appears to be located in an area under the jurisdiction of the Los Angeles Water Board. We request that the DEIR recognize that the Project site is located under the jurisdiction of both the Lahontan and Los Angeles Water Boards and that a copy of the DEIR is made available to both Regional Water Boards and the State Water Resources Control Board for review and comment.
2. All surface waters are waters of the State. Some waters of the State are "isolated" from waters of the U.S. Determinations of the jurisdictional extent of the waters of the United States are made by the United States Army Corps of Engineers (USACE) on a project-by-project basis. We request that the Project proponent consult with the USACE and the Water Board and perform the necessary jurisdictional determinations for surface waters within the Project area to ensure that the full extent of both State and federal jurisdictional areas are accurately documented. The discharge of waste<sup>1</sup> to waters of the State, either onsite or offsite, is subject to regulation by the Water Board.
3. The DEIR should identify the water quality standards that could potentially be violated by the Project and use these standards when evaluating thresholds of significance for Project impacts. Water quality objectives and standards, both

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<sup>1</sup> "Waste" is defined in the Basin Plan to include sewage and any waste substance or deleterious material including, but not limited to, waste earthen materials (such as soil, silt, sand, clay, rock, or other organic or mineral material) and any other waste associated with human habitation, or of human or animal origin, or from any producing, manufacturing, or processing operation as defined in the California Water Code, section 13050(d).

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Damrath

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December 3, 2013

4. numerical and narrative, for **all** waters of the State within the Lahontan Region, including surface waters and groundwater, are outlined in Chapter 3 of the Basin Plan. Water quality objectives and standards are intended to protect the public health and welfare, and to maintain or enhance water quality in relation to the existing and/or potential beneficial uses of the water.
5. The Project area is located within the Neenach and Lancaster Hydrologic Areas of the Antelope Hydrologic Unit 626.00 and overlies the Antelope Valley Groundwater Basin No. 6-44. The beneficial uses of these water resources are listed in Chapter 2 of the Basin Plan. We request that the DEIR identify and list the beneficial uses of the water resources within the Project area, and include an analysis of the potential impacts to water quality and hydrology with respect to those beneficial uses.
6. The SR-138 alignment crosses a hierarchy of surface water features. Project implementation has the potential to truncate these surface water systems and isolate headwaters from downstream reaches. The consequences of such activities may be a near total loss of beneficial uses downstream of the corridor, including a significant reduction in or loss of groundwater recharge, a reduction in wetland and other habitat due to reduced or diverted surface flows, and a reduced ability for natural drainage systems and floodplains to attenuate flood flows. Alternatives to **avoid** these impacts should be considered in the DEIR. Specific mitigation measures must be identified that, when implemented, minimize unavoidable impacts to a less than significant level to ensure that no net loss of function and value will occur as a result of Project implementation. We request that natural patterns be maintained and stream channels be clear-spanned to the extent practical to avoid and minimize these impacts.
7. The Project site is located along the San Andreas Fault Zone. Shallow groundwater occurring along the fault zone is known to support numerous perennial springs and associated wetlands. In an otherwise arid-desert environment, these perennial surface waters can be critical habitat for a variety of native plant and animal species. There are several known wetland areas adjacent to and within the vicinity of the Project alignment, and implementation of the Project would pose potential impacts to wetland hydrology and water quality: 1) direct impacts and loss of wetland area attributed to fill and excavation discharges; 2) indirect impacts to vegetation attributed to shading from overhead structures (i.e. bridges); 3) indirect impacts to hydrology as a result of reduced spring/stream flows; and 4) direct and indirect water quality concerns associated with untreated storm water runoff. We request that alternatives that **avoid** wetland impacts be considered with higher priority over others.
8. The DEIR should summarize the measures taken to **avoid and minimize** environmental impacts, both permanent and temporary, for each Project alternative evaluated.
9. Compensatory mitigation will be required for all unavoidable permanent impacts to surface water resources. Water Board staff coordinate all mitigation requirements with staff from other federal and state regulatory agencies, including the USACE and the California Department of Fish and Wildlife. In determining appropriate mitigation ratios for impacts to waters of the State, Water Board staff considers Basin Plan requirements (minimum 1.5:1 mitigation ratio for impacts to wetlands) and utilizes

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*12501-SPD Regulatory Program Standard Operating Procedure for Determination of Mitigation Ratios*, published December 2012 by the USACE, South Pacific Division.

10. All temporary impacts to upland and water resource areas should be restored (recontoured and revegetated) to match pre-Project conditions.
11. Post-construction storm water management must be considered a significant Project component, and BMPs that effectively treat post-construction storm water runoff should be included as part of the Project. Of particular concern is the collection of onsite storm water runoff and the concentrated discharge of that storm water to stream channels. Design alternatives that are compatible with low impact development (LID) should be considered. LID components include: maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge; managing runoff as close to the source as possible; and maintaining vegetated areas for storm water management and onsite infiltration.
12. Vegetation clearing should be kept to a minimum. Where feasible, existing vegetation should be mowed so that after construction the vegetation could reestablish and help mitigate for potential storm water impacts.
13. Construction staging areas should be sited in upland areas outside stream channels and other surface waters on or around the Project site. Buffer areas should be identified and exclusion fencing used to protect the water resource and prevent unauthorized vehicles or equipment from entering or otherwise disturbing the surface waters. Construction equipment should use existing roadways to the extent feasible.
14. Obtaining a permit and conducting monitoring does not constitute adequate mitigation. Development and implementation of acceptable mitigation is required. The DEIR must specifically describe the BMPs and other measures used to mitigate Project impacts.

### **Permitting Requirements**

A number of activities associated with the proposed Project appear to have the potential to impact waters of the State and, therefore, may require permits issued by either the State Water Resources Control Board (State Water Board) or Lahontan Water Board. The required permits may include:

15. Land disturbance of more than 1 acre may require CWA, section 402(p) stormwater permits, including a NPDES General Construction Stormwater Permit, Water Quality Order (WQO) 2009-0009-DWQ, obtained from the State Water Board, or individual stormwater permit obtained from the Lahontan Water Board;
16. Water diversion and/or dewatering activities may be subject to discharge and monitoring requirements under either NPDES General Permit, Limited Threat Discharges to Surface Waters, Board Order R6T-2008-0023, or General Waste Discharge Requirements for Discharges to Land with a Low Threat To Water Quality, WQO-2003-0003, both issued by the Lahontan Water Board; and

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Mr. Damrath

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December 3, 2013

17. Streambed alteration and/or discharge of fill material to a surface water may require a CWA, section 401 water quality certification for impacts to federal waters (waters of the U.S.), or dredge and fill waste discharge requirements for impacts to non-federal waters, both issued by the Lahontan Water Board.

Please be advised of the permits that may be required for the proposed Project, as outlined above. The specific Project activities that may trigger these permitting actions should be identified in the appropriate sections of the DEIR. Should Project implementation result in activities that trigger these permitting actions, the Project proponent must consult with Water Board staff. Information regarding these permits, including application forms, can be downloaded from our web site at <http://www.waterboards.ca.gov/lahontan/>.

Thank you for the opportunity to comment on the NOP. If you have any questions regarding this letter, please contact me at (760) 241-7376 ([jan.zimmerman@waterboards.ca.gov](mailto:jan.zimmerman@waterboards.ca.gov)) or Patrice Copeland, Senior Engineering Geologist, at (760) 241-7404 ([patrice.copeland@waterboards.ca.gov](mailto:patrice.copeland@waterboards.ca.gov)).

cc: State Clearinghouse (SCH 2013111016)  
([state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov))  
Veronica Chan, U.S. Army Corps of Engineers  
([Veronica.C.Chan@usace.army.mil](mailto:Veronica.C.Chan@usace.army.mil))  
Paul Amato, Wetlands Regulatory Office (WTR-8), USEPA, Region 9  
([Amato.Paul@epamail.epa.gov](mailto:Amato.Paul@epamail.epa.gov))  
California Department of Fish and Wildlife  
([AskR5@wildlife.ca.gov](mailto:AskR5@wildlife.ca.gov))  
Tammy Podesta, California Department of Transportation, District 7  
([tami.podesta@dot.ca.gov](mailto:tami.podesta@dot.ca.gov))  
LB Nye, Los Angeles Regional Water Board  
([lb.nye@waterboards.ca.gov](mailto:lb.nye@waterboards.ca.gov))  
Bob Solecki, State Water Resources Control Board  
([robert.solecki@waterboards.ca.gov](mailto:robert.solecki@waterboards.ca.gov))

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# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY

EDMUND G. BROWN JR., Governor

## DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836  
SACRAMENTO, CA 94236-0001  
(916) 653-5791



December 4, 2013

Mr. Garrett Damrath  
California Department of Transportation, District 7  
100 S Main Street, MS-16A  
Los Angeles, California 90012

Notice of Preparation, Draft Environmental Impact Report, California Department of Transportation, District 7, Los Angeles County, California Aqueduct, Southern Field Division, SCH2013111016

Dear Mr. Damrath:

Thank you for the opportunity to review and comment on the Notice of Preparation for the proposed widening of State Route 138 (SR-138), Northwest Corridor Improvement Project Draft Environmental Impact Report (EIR) in Los Angeles County. In the study, California Department of Transportation (Caltrans) proposes four Alternatives to improve the existing traffic conditions on SR-138. The proposed new road section for SR-138 will include the length of highway between Interstate 5 on the west, to SR-14 on the east. The proposed work will cross the Department of Water Resources (DWR) California Aqueduct East Branch near 245<sup>th</sup> Street W, and the West Branch near Quail Lake.

The proposed project will cross DWR's ROW; therefore, Caltrans will be required to obtain an Encroachment Permit/Review from DWR prior to the start of any construction. Additionally, any modifications to DWR's bridge and access roads shall be reviewed and approved by DWR prior to construction. Information on obtaining an Encroachment Permit from DWR can be viewed at:

[http://www.water.ca.gov/engineering/Services/Real\\_Estate/Encroach\\_Rel/](http://www.water.ca.gov/engineering/Services/Real_Estate/Encroach_Rel/)

Please provide DWR with a copy of any subsequent environmental documentation when it becomes available for public review. Any future correspondence relating to this project should be sent to:

Leroy Ellinghouse, Chief  
SWP Encroachments Section  
Division of Operations and Maintenance  
Department of Water Resources  
1416 Ninth Street, Room 641-1  
Sacramento, California 95814

In addition, please continue to keep DWR informed of any future actions with respect to your

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Mr. Garrett Damrath  
December 4, 2013  
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project.

If you have any questions, please contact Leroy Ellinghouse, Chief of DWR's SWP Encroachments Section, at (916) 653-7168 or Mike Anderson at (916) 653-6664.

Sincerely,



*- for*  
David M. Samson, Chief  
State Water Project Operations Support Office  
Division of Operations and Maintenance

cc: State Clearinghouse  
Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, California 95814

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294

CKD

DARYL L. OSBY  
FIRE CHIEF  
FORESTER & FIRE WARDEN

December 10, 2013

Garrett Damrath, Planner  
California Department of Transportation  
District Seven  
100 S. Main Street, Ms-16a  
Los Angeles, CA 90012

Dear Mr. Damrath:

**PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, SCH# 2013111016, "STATE ROUTE 138 NORTHWEST CORRIDOR IMPROVEMENT PROEJCT", PROPOSES TO IMPROVE THE HIGHWAY AS A FREEWAY, EXPRESSWAY WITH ACCESS CONTROL AND/OR TRAFFIC SYSTEM/MULTI-MODAL FACILITY, ITS ALONG SR-138 BETWEEN INTERSTATE 5 AND STATE ROUTE 14, LANCASTER (FFER #201300200)**

The Preparation of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

### PLANNING DIVISION:

1. Any highway project that includes road and ramp closures and/or detours has the potential to impede upon emergency response times, especially during high peak traffic hours. All road and ramp closures and detours should be approved and acceptable to the Fire Department so as not to adversely impact emergency responses.

### LAND DEVELOPMENT UNIT:

1. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS  
ARTESIA  
AZUSA  
BALDWIN PARK  
BELL  
BELL GARDENS  
BELLFLOWER  
BRADBURY

CALABASAS  
CARSON  
CERRITOS  
CLAREMONT  
COMMERCE  
COVINA  
CUDAHAY

DIAMOND BAR  
DUARTE  
EL MONTE  
GARDENA  
GLENDDORA  
HAWAIIAN GARDENS  
HAWTHORNE

HIDDEN HILLS  
HUNTINGTON PARK  
INDUSTRY  
INGLEWOOD  
IRWINDALE  
LA CANADA FLINTRIDGE  
LA HABRA

LA MIRADA  
LA PUENTE  
LAKEWOOD  
LANCASTER  
LAWNDALE  
LOMITA  
LYNWOOD

MALIBU  
MAYWOOD  
NORWALK  
PALMDALE  
PALOS VERDES ESTATES  
PARAMOUNT  
PICO RIVERA

POMONA  
RANCHO PALOS VERDES  
ROLLING HILLS  
ROLLING HILLS ESTATES  
ROSEMEAD  
SAN DIMAS  
SANTA CLARITA

SIGNAL HILL  
SOUTH EL MONTE  
SOUTH GATE  
TEMPLE CITY  
WALNUT  
WEST HOLLYWOOD  
WESTLAKE VILLAGE  
WHITTIER

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2. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.
3. Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.
4. When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds. All water crossing designs are required to be approved by the public works department prior to installation.
5. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade. In such cases, an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten feet.
6. Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/ structural plans are not necessary.
7. Temporary bridges shall be designed, constructed, and maintained to support a live load of at least 70,000 pounds. A minimum vertical clearance of 13 feet 6 inches will be required throughout construction.
8. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.
9. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.
10. The County of Los Angeles Fire Department, Land Development Unit, appreciates the opportunity to comment on this project.

### **FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

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**HEALTH HAZARDOUS MATERIALS DIVISION:**

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

FV:jl

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, CA 92123  
(858) 467-4201  
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor  
CHARLTON H. BONHAM, Director



January 15, 2014

Mr. Ron Kosinski  
California Department of Transportation, District 7 (Caltrans)  
100 South Main Street, MS-16A  
Los Angeles, California 90012  
Phone (213) 897-1839  
Fax (213) 897-0685

**Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the State Route 138 Northwest Corridor Improvement Project (State Route 138) in Los Angeles County (SCH # 2013111016).**

Dear Mr. Kosinski:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the Northwest Corridor Improvement (NWC) project relative to impacts to biological resources. The NOP was submitted by California Department of Transportation (Caltrans) acting as the Lead Agency under CEQA (§ 15367). If approved, the project would allow for the improvement to a 36-mile long segment of State Route (SR)-138 from Interstate 5 (I-5) on the west to SR-14 on the east in Los Angeles County.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (CESA; Fish and Game Code § 2050 *et seq.*) and/or Fish and Game Code section 1600 *et seq.*

Additionally, Caltrans has requested the Department be a Participating Agency for purposes of evaluating the SR-138 NWC project (Title 23 United States Code § 139, CEQA Guidelines §§ 15220-15229). The Department accepts this request; however, a Memorandum of Understanding will need to be signed by the Department and Caltrans to define each agency's role and relationship during the project evaluation process.

To enable the Department to adequately review and comment on the proposed project, from the standpoint of the protection of plants, fish and wildlife, we recommend the following information be included in the draft Environmental Impact Report (DEIR):

1. Proposed Alternatives. The NOP provides a range of four feasible alternatives. The NOP states only Alternative 4, the "No-Build" Alternative would result in a reduction of impacts to sensitive species. To ensure that alternatives to the proposed project are fully considered and evaluated, the alternatives should avoid or otherwise minimize impacts to sensitive biological resources, with particular attention to wetlands and wildlife dispersal. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate. To allow the Department to better evaluate the full range of

*Conserving California's Wildlife Since 1870*

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alternatives we recommend Caltrans provide an analysis of each Alternative and how it affects the significance of the impacts sensitive regional plant and animal resources.

2. Increased Barriers to Wildlife Dispersal. The traffic congestion in urban areas of Los Angeles is a direct consequence of the large population inhabiting the area. Existing traffic infrastructure excludes the movement of wildlife within the urban areas. Although the current SR-138 between I-5 and SR-14 is a barrier, it can be arguably stated it is less of a barrier than the already existing I-5, I-210, or SR-134. Creating a larger barrier in the project area will further increase the fragmentation of high quality habitat and further decrease the available movement corridors left available for wildlife. The DEIR should fully evaluate the cumulative impacts of increasing the barriers within this high quality habitat area immediately west of the I-5 and along the route immediately adjacent Los Padres National Forest (LPNF), Quail Lake, the Antelope Valley Poppy Reserve, and unpopulated areas within the Antelope Valley along the proposed project corridor. The DEIR should fully evaluate how this increased barrier may impact wildlife resources as a result of wildlife and vehicle collisions, wildlife dispersal, and wildlife access to water and food resources.
3. Wildlife Movement Corridor Studies. The DEIR should incorporate a thorough wildlife movement study within the project area. Mule deer (*Odocoileus hemionus*), pronghorn antelope (*Antilocapra americana*) and ungulate skeletal remains have been observed in the project corridor, confirming that the project corridor is utilized by ungulates. In addition, mountain lions (*Puma concolor*), black bear (*Ursus americanus*) and a myriad other small carnivores have also been detected.
4. Human Influences on Previously Undisturbed Areas. Much of the existing Fort Tejon, Lake Hughes, and Antelope Valley, has been zoned as open space, dedicated as National Parks, Ecological Study Areas or otherwise protected from general access by the public. Due to the low public use these areas may be considered as a significant resource for wildlife. The DEIR should fully describe how implementation of this high-use roadway could potentially directly and/or indirectly affect existing habitat and wildlife species along the proposed project route.
5. Shoulder Requirement. Each project alternative should include impacts associated with the requirements of an 8-foot wide road shoulder in each direction. This section should include the vegetation that would be impacted as a result of this requirement associated with 36-miles of the newly improved highway for both the east and west shoulders. Additionally, the Department recommends alternatives that would eliminate the requirement of the 8-foot wide shoulder at specific locations due to the project's close proximity to undeveloped open space and the increased chances of wildlife and vehicle encounters. The Department recommends the use of fencing, or another means to detour wildlife from crossing the highway.
6. Ephemeral Washes, Creeks, and Rivers. Quail Lake, a multitude of ephemeral tributaries, perennial springs and associated wetlands, occur within the proposed project footprint. These serve as wildlife corridors and important water and food resources for both plants and wildlife, which may become interrupted by the proposed improvements to SR-138 through implementation of the NWCI project. This interruption may severely limit wildlife access to food resources, water resources, create genetic isolation, and access to

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- other distinct populations of species. Potential negative impacts could result in the loss of vital resources for many species and could potentially result in direct and indirect species mortality through the loss of wildlife movement and access to water and food resources.
7. Biological Resources within the Project's Area. The DEIR should include the following information to provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats:
    - a. Regional Emphasis. Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis should be placed on resources that are rare or unique to the region.
    - b. Rare Natural Communities. A thorough assessment of rare plants and rare natural communities, following Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see: <http://www.dfg.ca.gov/habcon/plant/>) (hard copy available on request).
    - c. Biological Inventory. A current inventory of the biological resources associated with each habitat type on-site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 322-2493 or [www.dfg.ca.gov/biogeodata/](http://www.dfg.ca.gov/biogeodata/) to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
  8. Listed Species Impacts. The DEIR should describe several Best Management Practices (BMPs) to minimize adverse effects to CESA- and Endangered Species Act (ESA)-listed species. In addition, any ESA-listed species included in any Biological Opinion issued by the U.S. Fish and Wildlife Service (Service) pursuant to the ESA, should be included in the DEIR. Furthermore, in addition to any proposed BMPs, the Department recommends the following items be addressed so the project to be fully evaluated regarding potential impacts to CESA-listed species:
    - a. California Endangered Species Act. The Department considers adverse impacts to a species protected by the CESA, for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by State law (Fish and Game Code, §§ 2080, 2085.) Consequently, if the project, project construction, or any project-related activity during the life of the project results in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a

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separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail, resolution and enforceability to satisfy the requirements for a CESA ITP. The DEIR should fully address potential impacts to the following species:

- i. Swainson's Hawk (*Buteo swainsoni*). The CESA-listed Swainson's hawk is known to occur within multiple regions of the Antelope Valley and active nests are known to occur within 5 miles of the project. The Department considers any nest to be active if it has been used by Swainson's hawk within the past 5 years. Swainson's hawks forage in agriculture, non-native annual grassland, and other desert scrub habitats that support a suitable prey base present within the proposed NWCI footprint. The Department would conclude that the NWCI project site supports suitable foraging habitat for Swainson's hawk and recommends protocol surveys be conducted to fully analyze the potential for impacts prior to the circulation of the DEIR. The Department has drafted modified protocol surveys for the Antelope Valley population of Swainson's hawk included in the *Best Management Practices and Guidance Manual for Desert Renewable Energy Projects* that can be located at (<http://www.energy.ca.gov/2010publications/REAT-1000-2010-009/REAT-1000-2010-009-F.PDF>). The results of the surveys may influence the mitigation measures ultimately adopted within the final CEQA document. As described in the Department protocols for the species revised in 2010 for the Antelope Valley, a 5-mile survey radius of all potential nest trees, towers or other potential nest sites should be surveyed by a Department qualified raptor biologist. The Department recommends consultation with the Department prior to initiation of surveys, to ensure that the latest Department-approved protocol is used. Given the near proximity of known active nests and forage areas of the species, the Department would consider potential impacts to the species significant absent suitable mitigation.
- ii. Riparian Bird Species. Three CESA-listed bird species, (i.e., least Bell's vireo [*Vireo bellii pusillus*], southwestern willow flycatcher [*Empidonax traillii extimus*], and yellow-billed cuckoo [*Coccyzus americanus*]) are known to use marginal habitat throughout Los Angeles County. The Department recommends protocol level surveys be conducted in areas where marginal willow and mulefat scrub habitat is proposed for permanent or temporary project impacts. The DEIR should fully evaluate the potential to impact these species as a result of implementation of the NWCI project. The Department recommends that surveys are performed prior to the circulation of the DEIR. Caltrans should work with the Department to draft protocols and timing of surveys and to allow adequate time to propose species-specific mitigation measures as appropriate.

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- iii. CESA-listed Endangered Fish Species. The DEIR should identify areas along the proposed alignment where project impacts could directly or indirectly negatively impact any extant southern steelhead, three-spine stickleback, Santa Ana sucker, or any other CESA-threatened, endangered or California Species of Special Concern native fish species, within the NWCI project.
9. Survey Methodologies. An inventory of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, should be included in the DEIR. Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with Department and the Service. Please see the following for survey methodologies recommended by the Department at [http://www.dfg.ca.gov/wildlife/nongame/survey\\_monitor.html](http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html)
10. Fully Protected Species. The Department has jurisdiction over Fully Protected Species (FPS) of birds, mammals, amphibians, reptiles, and fish, pursuant to Fish and Game Code sections 3511, 4700, 5050, and 5515. The Department considers impacts to FPS, for the purposes of CEQA, to be significant without mitigation. Except as provided in the Fish and Game Code (e.g., for necessary scientific research), take of any FPS is prohibited, and cannot be authorized by the Department.
  - a. Golden Eagle. The golden eagle is a FPS. Golden eagle is known to forage on the valley floor throughout many parts of northwest and northeast Los Angeles County. The DEIR should evaluate and address potential impacts to any Fully Protected Species that may occur on-site and propose appropriate species-specific avoidance and minimization measures for the project, project construction, and any project-related activity during the life of the project. Please be advised that the golden eagle is also protected pursuant to the federal Bald Eagle Protection Act, and is regulated by the Migratory Bird Treaty Act.
11. California Species of Special Concern. The DEIR should describe several BMPs to minimize adverse effects to species that are described as Species of Special Concern (SSC). A complete list of these species may be found at <http://www.dfg.ca.gov/wildlife/nongame/ssc/>. To fully evaluate impacts to sensitive desert species the Department recommends the following species also be specifically addressed in the DEIR:
  - a. Burrowing Owls (*Athene cunicularia*). Burrowing owls, a SSC, have a high potential to occur within the proposed alignment. Burrowing owls have been known to use highly degraded and marginal habitat where existing burrows or stem pipes are available. The Department recommends Caltrans utilize the three-tiered approach detailed in the Department's Staff Report on Burrowing Owl Mitigation (March 7, 2012 [Burrowing Owl Staff Report]) to analyze the potential for impacts to the species. The three components to evaluating species

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impacts are: 1) habitat assessment, 2) surveys, and 3) impact assessments. Using this methodology would result in a more robust analysis that could be made to accurately identify potential impacts to the species during the CEQA process instead of deferring the analysis to consultation with the Department after and outside the CEQA process. In addition, the Department recommends that a qualified biologist conduct a focused survey no more than 30 days before the onset of any ground-disturbing activities. Another survey should be conducted no sooner than 7 days prior to the start of vegetation clearing activities. If burrowing owls occupy the site during the non-breeding season (February 1st through August 31st), a passive relocation effort may be instituted. Otherwise, the Department recommends that the project avoids occupied burrows with a minimum 250-foot no-construction or access buffer zone until a Department-approved biologist verifies through non-invasive methods that either: 1) the birds are not nesting; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Failure to implement buffer zones could cause adult burrowing owls to abandon the nest, cause eggs or young to be directly impacted (crushed), and/or result in reproductive failure. Impacts of this nature violate Fish and Game Code sections 3503, 3503.5, 3513, and the International Migratory Bird Treaty Act. The Department requests the results of any surveys, regardless of their results, be submitted to the Department's regional staff, prior to ground disturbance for Department concurrence and verification that no mitigation for burrowing owls would be required.

b. Sensitive Bird Species. The Department is aware of several occurrences of the following additional sensitive avian species within the proposed alignment of NWCI project in the Antelope Valley. The DEIR should fully evaluate the potential to impact these species as a result of the implementation of the project: long-eared owl (*Asio otus*), yellow-breasted chat (*Icteria virens*), vermilion flycatcher (*Pyrocephalus rubinus*), summer tanager (*Piranga rubra*), tricolored blackbird (*Agelaius tricolor*), LeConte's thrasher (*Toxostoma lecontei*) and Vaux's swift (*Chaetura vauxi*). The Department recommends that surveys for the above mentioned species are performed prior to the circulation of the DEIR document. The Department is available for consultation on survey protocols and timing of the surveys to allow adequate time to adopt species specific mitigation measures as appropriate.

c. Coast horned lizard (*Phrynosoma blainvilli*). The Department recommends that surveys for coast horned lizard are performed prior to the circulation of the DEIR. The results of the surveys may influence the mitigation measures ultimately adopted within the final CEQA document. The Department is aware of at least one known occurrence of coast horned lizard within the proposed alignment.

12. Other Raptor Species. Over 40 raptor species are known to winter and forage within the portion of the LPNF and Antelope Valley bisected by the project. Raptors are protected under Section 3503.5 of the Fish and Game Code. The Department recommends completing surveys for other raptor species to better inform the project's potential impacts to the species prior to the circulation of the DEIR. The results of the surveys may influence the mitigation measures ultimately adopted within the final CEQA document.

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The Department is available for consultation on raptor survey protocols and timing of the surveys to allow adequate time to adopt species specific mitigation measures as appropriate.

- a. Ferruginous Hawk (*Buteo regalis*). Ferruginous hawk are known to forage and winter within the vicinity of the NWCI project. Several data points for ferruginous hawk exist within the region. The Department recommends completing surveys for ferruginous hawk to better inform the project's potential impacts to the species prior to the circulation of the DEIR. The results of the surveys may influence the mitigation measures ultimately adopted within the final CEQA document. The Department is available for consultation on raptor survey protocols and timing of the surveys to allow adequate time to adopt species specific mitigation measures as appropriate.

13. Impacts to Bats. Project work near, around, in, and under existing structures along the proposed alignment should be fully evaluated for disturbances to bats. Also, bats commonly are found associated with snags and broken tress. Many broken and snagged Joshua trees have been identified for removal under the current proposed alignment.

- a. Status of Bats in California. Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment (Fish and Game Code § 4150, California Code of Regulations, Section 251.1). Several bat species are also considered SSC and meet the CEQA definition of rare, threatened or endangered species (CEQA Guidelines § 15065). Again, take of SSC could require a mandatory finding of significance by Caltrans (CEQA Guidelines 15065).
- b. Bat Species of Concern. The DEIR should discuss impacts to Townsend's big ear bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), western red bat (*Lasiurus blossevillii*), western yellow bat (*Lasiurus xanthinus*), hoary bat (*Lasiurus cinereus*), and pallid bat (*Antrozous pallidus*). The Department recommends additional measures to minimize impacts and to protect these biological resources. The DEIR should fully identify and evaluate potential impacts to any of these SSC species described as potentially occurring or where appropriate habitat is described as existing on or adjacent to the project impact area.
- c. Bat Avoidance. The Department recommends avoiding disturbances to bridge structures between March 1<sup>st</sup> and September 15<sup>th</sup> to avoid the breeding season for bats unless preconstruction surveys are conducted by a qualified biologist and no bat roosts or nurseries are found within the project area.
- d. Replacement of Structures. The Department recommends the DEIR evaluate the construction or replacement of bridges be specifically designed with the bridge deck (4-inch gaps between the abutments) to be acceptable for use by local bat populations as roosting and nursery habitat. Also, the Department recommends the placement of bat houses in areas where appropriate habitat exists within the Caltrans right-of-way.

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14. Rare and Threatened Desert Habitat and Plant Communities. CEQA provides protection not only for CESA-listed species, but for any species which can be shown to meet the criteria for CESA-listing (CEQA Section 15380). The Department recognizes that Lists 1A, 1B and 2 of the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California consist of plants that, in a majority of cases, would qualify for listing. Alkali mariposa lily (*Calochortus striatus*) and short-joint beaver tail cactus (*Opuntia basilaris* var. *brachyclada*) are considered 1B listed plants, rare throughout their range. Please see Attachment A for a complete list of desert plants to be fully considered during the planning of botanical surveys. In addition, desert dunes, alkali meadows, and dry lakebeds are sensitive habitat types and should be avoided. If dry lakebeds are likely to be impacted fairy shrimp (*Branchinecta lynchi*) surveys should be completed.

a. Special Status Desert Plants. The Department recommends focused surveys for all special status plants listed as 1A, 1B and 2 which have a low to high potential for occurring on the project site. Additionally, plants listed as 4 on the CNPS list should be surveyed for and noted, as very little information is known about plant species occurrence and distribution in this area of Los Angeles County. Please keep in mind that the California Natural Diversity Database (CNDDDB) has limited data for this area of the desert, and that lack of plant occurrences nearby, do not negate the potential for plants to occur on the project site. The Department recommends using a 12 USGS quadrangle search anytime the CNDDDB is consulted for species information, and that all species identified in that search be considered for the project. The focused surveys should occur during the time of year to maximize detection which is normally during the flowering season for many species. Because flowering times may vary from year to year within the known flowering season window documented for a particular species depending on weather and precipitation, visits to a known reference population in the project vicinity are recommended to avoid missing special status plant species. Visiting known reference populations is important as some plants are only detectable for a few weeks and are easily missed when the site is visited only once or twice during the spring months. The blooming period listed for most plants usually encompasses the earliest possible time of the year, to the latest part of the year they have been observed in flower (i.e., April through June). Within this large window, the plants may only be flowering for a week or two, which is why it is important when conducting botanical surveys to visit local reference populations to see when the true flowering time for that species will occur that year. Additionally, visiting a known reference site ensures that the biologist will have a visual reference for this plant and be better equipped to find it during surveys.

b. Plant Surveys. Many sensitive species, including pygmy-poppy (*Eschscholzia minutiflora*) and alkali mariposa lily are very small (1 inch to 6 inches) and would be missed using transect methodology. A thorough assessment of rare plants and rare natural communities, following Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see: <http://www.dfg.ca.gov/habcon/plant/>) (hard copy available on request). The Department typically does not consider biological assessments over 1 year old and botanical assessment over 2 years old as valid for the

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purposes of impact analysis and for the development of avoidance and mitigation measures under CEQA.

- c. Special Status Botanical Species. Occupied habitat for special status botanical species such as alkali mariposa lily should be avoided and preserved in perpetuity from further development (see Attachment A for a complete list of species). If avoidance is not feasible, off-site occupied habitat should be acquired within remaining habitat in the LPNF and Antelope Valley to avoid local extirpation within the County. All mitigation lands preserved on-site or acquired off-site should be deeded to a local land conservancy and protected in perpetuity under a conservation easement to prohibit incompatible uses on the site. Furthermore, the DEIR should analyze the cumulative effect of habitat loss for alkali mariposa lily, and any other rare resource as defined by CEQA, to ensure the cumulative loss is mitigated below a level of significance.
- d. Revegetation. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.
- e. Joshua Tree (*Yucca brevifolia*). The Department considers Joshua tree woodland a threatened vegetative community. The continual loss of Joshua tree woodland is a concern to the Department as this vegetative community supports a high biological diversity including nesting habitat for native birds and a food source for Mohave ground squirrels. Joshua tree woodland continues to decline throughout the state as the result of direct removal, fragmentation, and exposure to increased wildfire from the result of continuing urbanization and agricultural expansion. The loss of Joshua tree woodland as the result of the proposed project should be recognized by Caltrans as a local/regional cumulative significant impact under CEQA unless mitigated below a significant level.
- f. Avoidance Measures for Joshua Tree Woodland. Joshua trees on the project site should be avoided to the maximum extent practical and preserved in perpetuity from further development. If avoidance is not feasible, off-site Joshua tree woodland of equal or superior quality, with similar densities, age classes and recruitment of Joshua trees, should be acquired within remaining Joshua tree woodland in the Antelope Valley to avoid local extirpation. Acquired habitat should be adjacent to large tracts of existing Joshua tree woodlands which have been identified by resource agencies as having a high priority for acquisition for conservation. All mitigation lands preserved onsite or acquired offsite should be deeded to a local land conservancy and protected in perpetuity under a conservation easement to prohibit incompatible uses on the site. Digging up Joshua trees and transplanting into other areas should not be considered

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Ron Kosinski  
California Department of Transportation, District 7 (Caltrans)  
January 15, 2014  
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appropriate mitigation for loss of Joshua tree woodland vegetative communities as these methods are experimental and there are no assurances of their success.

15. **Impact to Streams and Wetlands.** The DEIR should identify the sites which have the potential to support streams under the regulatory authority of the Department. The Department has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, The Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider Caltrans' EIR for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

- a. **Episodic Streams.** The Department may take jurisdiction on episodic streams, including alluvial fan streams even where flow occurs as sheet flooding. The paper recently published by the Department, *A Review of Stream Processes and Forms in Dryland Watersheds*, discusses the alluvial process and the significance to water resources (Vyverberg, Kris. California Department of Fish and Game, *Review of Stream Processes and Forms in Dryland Watersheds*. October, 2010, California Department of Fish and Game, California Wildlife Habitat Relationships website: (<http://www.dfg.ca.gov/biogeodata>). The Department recommends Caltrans utilize a hydrogeomorphologist, familiar with assessments in dryland watersheds, conduct a jurisdictional delineation of the creeks to be included in the DEIR. The delineation should be conducted pursuant to the Service wetland definition adopted by The Department<sup>1</sup>. Please note that some wetland and riparian habitats subject to The Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
- b. **In Stream Structures.** The Department recommends the current project exclude the placement of check dams, new culverts, or other flow restriction devices within LPNF, Quail Lake, Lake Hughes, Lake Elizabeth, ephemeral streams, and

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<sup>1</sup> Cowardin, Lewis M., et al. 1979. *Classification of Wetlands and Deepwater Habitats of the United States*. U.S. Department of the Interior, Fish and Wildlife Service.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Ron Kosinski  
California Department of Transportation, District 7 (Caltrans)  
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washes to retain the barrier-free status of this stretch of the stream and utilize open-span bridges in these critical habitat areas.

- c. Salvage of Native Aquatic Vertebrates. The Department recommends the project proponent include BMPs in the DEIR that all native aquatic vertebrates be moved out of harm's way. Salvaged species should be relocated to appropriate habitat within the same watershed as determined by a qualified aquatic biologist. If relocation is to occur, Caltrans should work with the Department to prepare a relocation plan to address relocation of native aquatic vertebrates.
  - d. Other Downstream Sensitive Species. The DEIR should include a thorough study of the hydrological impact to downstream resources at all installed culvert under-crossings within Quail Lake, Lake Hughes, Lake Elizabeth, ephemeral streams, and washes.
16. Breeding and/or Nesting Birds. If active nest or nesting behavior is observed during pre-project biological surveys a nesting bird avoidance and minimization plan shall be established by a qualified biologist and submitted to the Department for review. The plan shall be based on, but not limited to, site lines from the nest to the work site and observations of the nesting bird's reaction to project activities. Breeding habitat/nest site fenced and/or flagged in accordance with state and federal nesting bird guidelines shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project<sup>1</sup>. Continuous monitoring of the nest site by a qualified biologist shall occur during disturbance activities, and a nest observation log shall be updated once per hour during construction activities. If the monitoring biologist determines nesting activities may fail as a result of work activities, all work shall cease within the recommended avoidance area until the biologist determines the adults and young are no longer reliant on the nest site.
17. Cumulative Impacts. The DEIR should consider the cumulative impacts of other mobility-related projects within the area as a result of the implementation of the proposed project. Many currently unrealized projects will be proposed for development as a direct result of the implementation of the NWCI project and have similar habitat values for the species addressed in the DEIR. There is currently no estimate for how many acres of combined potential habitat for the above mentioned species, as well as a suite of other native vertebrate and invertebrate species, will be lost as a result of the development of this project given either the known use of the general area and/or the near proximity of other currently undisturbed areas, the Department would consider potential cumulative impacts to the above mentioned species significant absent suitable mitigation.

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<sup>2</sup> NOTE: Buffer area shall increase to 300 feet for passerines and 500 feet for raptors if any endangered, threatened, or Department species of special concern are identified during protocol or pre-construction presence/absence surveys or until a nesting bird avoidance and minimization plan has been submitted by the Permittee.

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Mr. Ron Kosinski  
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### General Comments

18. Analyses of the Potential Project-Related Impacts on the Biological Resources. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR.

- a. A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainages should also be included. The latter subject should address: project-related changes on drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.
- b. Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.
- c. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR.
- d. A cumulative effects analysis should be developed as described under CEQA Guidelines, section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

19. Mitigation for the Project-Related Biological Impacts.

- a. The DEIR should include measures to fully avoid and otherwise protect Rare Natural Communities from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.
- b. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Ron Kosinski  
California Department of Transportation, District 7 (Caltrans)  
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- site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed
- c. For proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.
  - d. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

Thank you for this opportunity to provide comments. Please contact Ms. Jamie Jackson, Senior Environmental Scientist (Specialist) at (805) 382-6906 if you should have any questions and for further coordination on the proposed project.

Sincerely,



Edmund Pert  
Regional Manager  
South Coast Region

ec: Ms. Jamie Jackson, CDFW, Oxnard  
Ms. Betty Courtney, CDFW, Santa Clarita  
Ms. Erinn Wilson, CDFW, Los Alamitos  
Mr. Ali Aghili, CDFW, Los Alamitos  
Ms. Kelly Schmoker, CDFW, Mission Viejo  
Ms. Mary Meyer, CDFW, Carpinteria  
Mr. Scott Harris, CDFW, Pasadena  
State Clearinghouse, Sacramento

cc: Current Service Caltrans Liaison  
U.S. Fish and Wildlife Office  
2177 Salk Avenue, Suite 250  
Carlsbad, California 92008.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

Attachment A: Desert plants to be considered during botanical surveys

Scientific Name	Common Name
<i>Abronia villosa</i> var. <i>aurita</i>	chaparral sand-verbena
<i>Acanthomintha obovata</i> ssp. <i>cordata</i>	heart-leaved thorn-mint
<i>Allium howellii</i> var. <i>clokeyi</i>	Mt. Pinos onion
<i>Amaranthus watsonii</i>	Watson's amaranth
<i>Androsace elongata</i> ssp. <i>acuta</i>	California androsace
<i>Boechera dispar</i>	pinyon rockcress
<i>Boechera lincolnsis</i>	Lincoln rockcress
<i>California macrophylla</i>	round-leaved filaree
<i>Calochortus striatus</i>	alkali mariposa lily
<i>Canbya candida</i>	white pygmy-poppy
<i>Castilleja gleasoni</i>	Mt. Gleason paintbrush
<i>Castilleja plagiotoma</i>	Mojave paintbrush
<i>Chorizanthe spinosa</i>	Mojave spineflower
<i>Chorizanthe xanti</i> var. <i>leucotheca</i>	white-bracted spineflower
<i>Cryptantha clokeyi</i>	Clokey's cryptantha
<i>Cymopterus deserticola</i>	desert cymopterus
<i>Eriastrum hooveri</i>	Hoover's eriastrum
<i>Eriophyllum mohavense</i>	Barstow woolly sunflower
<i>Euphorbia misera</i>	cliff spurge
<i>Frasera neglecta</i>	pine green-gentian
<i>Fritillaria pinetorum</i>	pine fritillary
<i>Galium johnstonii</i>	Johnston's bedstraw
<i>Gilia latiflora</i> ssp. <i>cuyamensis</i>	Cuyama gilia
<i>Goodmania luteola</i>	golden goodmania
<i>Harpagonella palmeri</i>	Palmer's grapplinghook
<i>Hulsea vestita</i> ssp. <i>parryi</i>	Parry's sunflower
<i>Imperata brevifolia</i>	California satintail
<i>Layia heterotricha</i>	pale-yellow layia
<i>Linanthus orcuttii</i>	Orcutt's linanthus
<i>Loeflingia squarrosa</i> var. <i>artemisiaarum</i>	sagebrush loeflingia
<i>Lupinus peirsonii</i>	Peirson's lupine
<i>Microseris sylvatica</i>	sylvan microseris
<i>Muhlenbergia appressa</i>	appressed muhly
<i>Mulla coronata</i>	crowned mulla
<i>Navarretia peninsularis</i>	Baja navarretia
<i>Navarretia setiloba</i>	Piute Mountains navarretia
<i>Opuntia basilaris</i> var. <i>brachyclada</i>	short-joint beavertail
<i>Orobanche valida</i> ssp. <i>valida</i>	Rock Creek broomrape
<i>Perideridia pringlei</i>	adobe yampah
<i>Phacelia mohavensis</i>	Mojave phacelia
<i>Plagiobothrys parishii</i>	Parish's popcorn-flower
<i>Selaginella asprella</i>	bluish spike-moss
<i>Sidalcea neomexicana</i>	salt spring checkerbloom
<i>Stylocline masonii</i>	Mason's neststraw
<i>Syntrichopappus lemmonii</i>	Lemmon's syntrichopappus
<i>Thermopsis californica</i> var. <i>argentata</i>	silvery false lupine
<i>Thysanocarpus rigidus</i>	rigid fringe-pod
<i>Viola purpurea</i> ssp. <i>aurea</i>	golden violet
<i>Opuntia basilaris</i> var. <i>treleasei</i>	Bakersfield cactus

**APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**

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# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN, Governor

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-0703  
FAX (213) 897-0685  
TTY (213) 897-4937



*Flex your power!  
Be Energy efficient!*

November 8, 2013

Asoka Herath, Planning Director  
City of Palmdale, Planning Department  
38250 Sierra Highway  
Palmdale, CA 93550

Dear Mr. Herath:

### **Subject: Invitation to Become Participating Agency on State Route 138 Northwest Corridor Improvement Project**

The California Department of Transportation (Caltrans), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), is initiating an Environmental Impact Statement (EIS) for the proposed State Route 138 (SR-138) Northwest Corridor Improvement Project located in Los Angeles County, California.

Effective October 1, 2012, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 USC 327(a)(2)(A). Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Program. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under NEPA Assignment. For the purposes of carrying out the responsibilities assumed under NEPA Assignment, Caltrans is deemed to be acting as FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities.

The SR-138 Corridor Improvement Project (Project) is located in northern Los Angeles County, three miles south of the Kern County Line and passing within one-half mile of the northernmost limits of the City of Lancaster. This segment of SR-138 is between Interstate 5 (I-5) and State Route 14 (SR-14) and is approximately 36 miles long. It is currently a two-lane rural highway with no access control. The project location and limits are shown on the attached map. The Project proposes to improve the highway as a freeway, expressway and / or traffic system / multi-modal facility. The SR-138 currently supports the regional transportation needs of the local community, and serves as an alternate route for east-west traffic in northern Los Angeles County. Northern Los Angeles County geographically functions as a strategic gateway between the Los Angeles Basin and central and northern California. As a result, the I-5, and to a lesser extent the SR-14 must carry a substantial number of interregional traffic and truck trips. A key objective of the proposed project is to improve the integrated I-5/SR-14/SR-138 network travel pattern. Another key objective pertaining to truck traffic is to provide a safer/high capacity facility that can function as an urban bypass around northern Los Angeles County communities and the Los Angeles basin.

Four alternatives are identified for the project corridor. Alternative 1 is an expressway facility throughout the entire corridor. Alternative 2 is a freeway/expressway facility throughout the entire corridor. Alternative 3 is a traffic system / multi-modal facility throughout the entire corridor. Alternative 4 is the No-Build Alternative.

These alternatives may be refined, combined with various different alternatives, or be removed from further consideration, as more analysis is conducted on the project alternatives. Analysis supporting the EIS will determine the type of facility necessary to meet the existing and future transportation needs in the corridor.

*"Caltrans improves mobility across California"*

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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needs in the corridor.

Potential impacts associated with the three Build Alternatives include the following:

Property acquisition, displacements, and relocations; farmland; Section 4(f) resources; visual resources; hydrology and floodplains; short-term/long-term water quality; short-term/long-term noise; short-term/long-term air quality; cultural resources; paleontological resources; hazardous materials; biological resources; and wetlands.

In accordance with the Efficient Environmental Review Process codified at 23 USC 139, we are requesting your agency to be a participating agency because we believe that your agency will have an interest in this transportation project. Participating agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Timely review and comment on early project information to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Under the Efficient Environmental Review Process, if your agency is a federal agency and declines to be a participating agency, your agency must do so in writing by stating:

1. Your agency has no jurisdiction or authority;
2. Your agency has no expertise or information relevant to the project; and
3. Your agency does not intend to comment on the project.

We look forward to your response to our request for your agency to be a cooperating agency and a participating agency and to working with you on this transportation project. Neither of these designations implies that your agency supports the proposed project. The favor of a reply is requested by Monday, December 2, 2013. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Tami Podesta at 213-897-0309.

Sincerely yours,



RONALD KOSINSKI  
Deputy District Director  
Division of Environmental Planning  
Caltrans, District 7

Attachments: Project Map

*"Caltrans improves mobility across California"*

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



PALMDALE  
*a place to call home*

November 19, 2013

JAMES C. LEDFORD, JR.  
*Mayor*

TOM LACKEY  
*Mayor Pro Tem*

LAURA BETTENCOURT  
*Councilmember*

MIKE DISPENZA  
*Councilmember*

STEVEN D. HOFBAUER  
*Councilmember*

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

*Auxiliary aids provided for*

*communication accessibility*

*upon 72 hours notice and request.*

Ms. Tami Podesta  
Department of Transportation  
District 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

**Re: Invitation to Become a Participating Agency on State Route  
138 Northwest Corridor Improvement Project**

Dear Ms. Podesta:

Thank you for your letter of November 8, 2013, inviting the City of Palmdale to participate in the Environmental Impact Statement process for the above referenced project. The City appreciates the offer to be a participating agency and looks forward to working with Caltrans on this project.

Please note, the November 8, 2013, letter to the City was addressed to Mr. Asoka Herath, Director of Planning. Mr. Herath is no longer with the City of Palmdale and I will be your best point of contact for Planning related matters.

If you have any questions, please feel free to contact me at (661) 267-5200.

Sincerely,

Susan Koleda, AICP  
Senior Planner

*w w w . c i t y o f p a l m d a l e . o r g*

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



R. Rex Parris Mayor  
Marvin E. Crist Vice Mayor  
Ronald D. Smith Council Member  
Ken Mann Council Member  
Sandra Johnson Council Member  
Mark V. Bozigian City Manager

November 21, 2013

State of California Department of Transportation  
Attn: Mr. Ronald Kosinski, Deputy District Director  
District 7, Division of Environmental Planning  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

**RE: Participating Agency Request  
State Route 138 Northwest Corridor**

Dear Mr. Kosinski:

This letter is to confirm that the City of Lancaster wishes to be a participating agency in the Environmental Impact Statement process for the above-referenced project, as requested in your letter of November 8, 2013. We appreciate the opportunity to be a part of this effort. The contact point for the City of Lancaster is as follows:

Mr. Brian S. Ludicke  
Planning Director  
City of Lancaster  
44933 Fern Avenue, Lancaster, CA 93534  
661-723-6105  
[bludicke@cityoflancasterca.org](mailto:bludicke@cityoflancasterca.org)

We look forward to working with you on this project.

Sincerely,

A handwritten signature in black ink that reads "Brian S. Ludicke".

Brian S. Ludicke  
Planning Director

BL/jr

cc: Mark Bozigian, City Manager  
Jason Caudle, Deputy City Manager  
Robert Neal, Director of Public Works

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

State of California—Business, Transportation and Housing Agency

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

2041 West Avenue I  
Lancaster, CA 93536  
(661) 948-8541  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



November 22, 2013

File No.: 545.12757.14310

Department of Transportation  
Mr. Ronald Kosinski *RK*  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

Mr. Kosinski:

I received your invitation to become a participating agency on the SR-138 Northwest Corridor Improvement Project dated November 8, 2013. I accept your invitation and am looking forward to working alongside the Department of Transportation to ensure the success of this improvement project.

If you wish to contact me regarding our participation in this project, please feel free to contact me at (661) 948-8541.

Sincerely,

A handwritten signature in cursive script, appearing to read "G. M. Jacobs".

G. M. JACOBS, Captain  
Commander  
Antelope Valley Area

*Safety, Service, and Security*



*An Internationally Accredited Agency*

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## Los Angeles County Department of Regional Planning

*Planning for the Challenges Ahead*



Richard J. Bruckner  
Director

November 25, 2013

Ronald Kosinski, Deputy District Director *RK*  
Division of Environmental Planning  
Caltrans, District 7  
100 S. Main Street, Suite 100  
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

### **STATE ROUTE 138 NORTHWEST CORRIDOR IMPROVEMENT PROJECT**

I am in receipt of your recent letter inviting the Department of Regional Planning (Department) to be a participating agency for the proposed State Route 138 Northwest Corridor Improvement Project in the Antelope Valley. The Department accepts this invitation. As you may be aware, the Department is preparing an update to the County's Antelope Valley Area Plan and appreciates this opportunity to ensure proper coordination between land use planning and transportation planning.

Carl Nadela of the Department's Community Studies North Section will be the primary contact for this effort. He may be reached at (213) 974-6476 or [cnadela@planning.lacounty.gov](mailto:cnadela@planning.lacounty.gov) between 7:30 a.m. and 5:30 p.m. Monday through Thursday.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard J. Bruckner".

Richard J. Bruckner  
Director

RJB:MC:MWG:ems

K\_AP\_112113\_L\_CALTRANS KOSINSKI

320 West Temple Street • Los Angeles, CA 90012 • 213-974-6411 • Fax: 213-626-0434 • TDD: 213-617-2292

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION

"Parks Make Life Better!"

Russ Guiney, Director

John Wicker, Chief Deputy Director

November 26, 2013

sent via e-mail: ron\_kosinski@dot.ca.gov

Mr. Ronald Kosinski  
Deputy District Director  
Division of Environmental Planning  
Caltrans- District 7  
100 South Main Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

**INVITATION TO BECOME A PARTICIPATING AGENCY ON THE  
STATE ROUTE 138 NORTHWEST CORRIDOR IMPROVEMENT PROJECT**

The above invitation has been reviewed and this Department accepts the invitation to become a participating agency in this combined State/Federal project. We began working with your staff in 2011 on this project and to date, we have provided information on Jackrabbit Flats Wildlife Sanctuary for Section 4(f) recreational analysis and County Trails data in the project area.

Thank you for including us in the invitation process. If we may be of further assistance, please contact Julie Yom at (213) 351-5127 or jyom@parks.lacounty.gov..

Sincerely,

A handwritten signature in cursive script that reads 'Kathline J. King'.

Kathline J. King  
Chief of Planning  
Planning Division

JY: JR/ Caltrans High Desert Corridor/ SR- 138 Project

c: Parks and Recreation (N. E. Garcia, J. Rupert, J. Yom)

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Erroy D. Baca, Sheriff

December 4, 2013

*County of Los Angeles*  
**Sheriff's Department Headquarters**

4700 Ramona Boulevard  
Monterey Park, California 91754-2169



Mr. Ronald Kosinski *RK*  
Deputy District Director  
District 7, Division of Environmental Planning  
State of California Department of Transportation  
100 South Main Street, Suite 100  
Los Angeles, California 90012-3606

Dear Mr. Kosinski:

**RESPONSE**  
**INVITATION TO BECOME PARTICIPATING AGENCY**  
**STATE ROUTE 138 NORTHWEST CORRIDOR IMPROVEMENT PROJECT**

The Los Angeles County Sheriff's Department (Department) is in receipt of your notice, dated November 8, 2013, regarding future participation in the environmental review process for the State Route 138 Northwest Corridor Improvement Project (Project). The proposed Project is located between Interstate 5 and State Route 14, and will improve State Route 138 as a freeway, expressway, and/or traffic system/multi-modal facility.

Please include the Department as a participating agency on the proposed Project. The Department will provide timely review and comment on early Project information, documentation, and anticipated impacts and mitigation. The Department's designation as a participating agency does not imply our approval or support for the proposed Project.

Please direct all Project-related information and documentation to my attention at the following address:

Gary T.K. Tse, Director  
Facilities Planning Bureau  
Los Angeles County Sheriff's Department  
1000 South Fremont Avenue  
Building A9-East, Fifth Floor, Unit 47  
Alhambra, California 91803

Should you have any questions of the Department regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012, and refer to Facilities Planning Bureau Tracking No. E13-077. You may also contact Mr. Miyoshi, via e-mail, at [Lhmiyosh@lasd.org](mailto:Lhmiyosh@lasd.org).

*A Tradition of Service Since 1850*

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Kosinski

-2-

December 4, 2013

Sincerely,

LEROY D. BACA, SHERIFF

A handwritten signature in black ink, appearing to read "Gary T.K. Tse". The signature is written in a cursive style with some loops and flourishes.

Gary T.K. Tse, Director  
Facilities Planning Bureau

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Kosinski

-3-

December 4, 2013

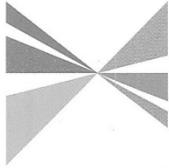
GTKT:LM:lm/jh

### Attachments

c: Paul Becker, Captain, Santa Clarita Valley (SCV) Station  
Robert Jonsen, Captain, Lancaster (LAN) Station  
Brenda Cambra, Lieutenant, SCV Station  
Donna Thompson, Lieutenant, Facilities Planning Bureau (FPB)  
Lance Jordan, Deputy, LAN Station  
Meghan Wang, Supervising Project Manager, FPB  
Lester Miyoshi, Departmental Facilities Planner, FPB  
Chrono  
(EIR-StateRoute138 NorthwestCorridorImprovement)

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

SOUTHERN CALIFORNIA



**ASSOCIATION OF  
GOVERNMENTS**

**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

**Officers**

President  
Greg Pettis, Cathedral City

First Vice President  
Carl Morehouse, San Buenaventura

Second Vice President  
Cheryl Viegas-Walker, El Centro

Immediate Past President  
Glen Becerra, Simi Valley

**Executive/Administration  
Committee Chair**

Greg Pettis, Cathedral City

**Policy Committee Chairs**

Community, Economic and  
Human Development  
Margaret Finlay, Duarte

Energy & Environment  
James Johnson, Long Beach

Transportation  
Keith Millhouse, Ventura County  
Transportation Commission

December 4, 2013

Ronald Kosinski *RK*  
Deputy District Director  
Division of Environmental Planning  
California Department of Transportation—District 7  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

**RE: Acceptance of Invitation to become a Participating Agency on State Route 138  
Northwest Corridor Improvement Project**

Dear Mr. Kosinski:

Thank you for your letter dated November 8, 2013 inviting the Southern California Association of Governments (SCAG) to be a participating agency on the State Route 138 Northwest Corridor Improvement Project.

We gladly accept your invitation to be a participating agency. I will serve as SCAG's representative in this effort, and Margaret Lin as our alternate. Below please find our contact information:

Ryan Kuo  
Program Manager  
213-236-1813  
[kuo@scag.ca.gov](mailto:kuo@scag.ca.gov)

Margaret Lin  
Associate Regional Planner  
213-236-1866  
[lin@scag.ca.gov](mailto:lin@scag.ca.gov)

We looking forward to working with you on this endeavor as it relates to our regional planning efforts, including the Regional Transportation Plan/Sustainable Communities Strategy.

Sincerely,

Ryan Kuo  
Program Manager

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

2013.11.12 printed on recycled paper

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, CA 92123  
(858) 467-4201  
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor  
CHARLTON H. BONHAM, Director



December 12, 2013

Mr. Ronald Kosinski *rk*  
California Department of Transportation  
District 7; Division of Environmental Planning  
SR-138 NCI Project  
100 South Main Street  
Los Angeles, California 90012

**Subject: State Route 138 Northwest Corridor Improvement (SR-138 NCI) Project  
Request for Participating Agency Status**

Dear Mr. Ronald Kosinski:

The Department of Fish and Wildlife (Department) has jurisdictional authority relevant to streams (Fish and Game Code Section 1600 *et seq.*) and California Endangered Species Act (CESA-Fish and Game Code Section 2080 *et seq.*) for the State Route 138 Northwest Corridor Improvement (SR-138 NCI) Project. The SR-138 NCI project may have substantial adverse effects on fish and wildlife resources; it is likely the project may require a Streambed Alteration Agreement (Agreement) and/or take authorization under CESA.

Federally funded projects administered by a federal agency or their state counterpart are subject to the National Environmental Policy Act. When a project is subject to both CEQA and NEPA, State and local agencies are encouraged to cooperate with federal agencies, to the fullest extent possible, through such measures as joint planning, research, hearings, and preparation of environmental documents (CEQA Guidelines, Sections 15220-15229).

The Department is interested in the role of a participating agency in the environmental review process for the SR-138 NCI project (23 U.S.C. 139(d). As further described in 23 U.S.C. 139 (g)(1)(A), the Department is interested to review the coordination plan and will need to sign a memorandum of understanding with Caltrans that defines each agency's role during the environmental review process.

The Department has staff with the expertise to assist with drafting the MOU and to participate in the environmental review process for the SR-138 NCI project. Please contact us if you have any questions regarding this matter. For impacts associated with the SR-138 NCI project in Los Angeles County please contact Ms. Jamie Jackson at [jamie.jackson@wildlife.ca.gov](mailto:jamie.jackson@wildlife.ca.gov) or at (805) 382-6906.

Sincerely,

Edmund Pert  
Regional Manager  
South Coast Region

*Conserving California's Wildlife Since 1870*

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## DEPARTMENT OF THE ARMY

Los Angeles District, Corps of Engineers  
P.O. Box 532711  
Los Angeles, California 90053-2325

December 19, 2013

REPLY TO  
ATTENTION OF:

Office of the Chief  
Regulatory Division

Ronald Kosinski *RK*  
Deputy District Director, Environmental Planning  
California Department of Transportation, District 7  
100 S. Main Street, Suite 100  
Los Angeles, California 90012-3606

Subject: Invitation to Become Cooperating and/or Participating Agency on the State Route 138 Northwest Corridor Improvement Project.

Dear Mr. Kosinski:

I am responding to the California Department of Transportation (Caltrans), District 7, November 8, 2013 written request for the U.S. Army Corps of Engineers ("Corps") to participate as a cooperating and/or participating agency in the State Route (SR) 138 Northwest Corridor Improvement Project, Los Angeles County, California.

The Corps understands that the Federal Highways Administration (FHWA) has delegated its responsibilities for environmental consultation and coordination under the National Environmental Policy Act (NEPA) and all or part of FHWA's responsibilities for environmental review, consultation, or other actions required under other Federal environmental laws to Caltrans for the proposed project pursuant to 23 U.S.C. 327, as amended by section 1313 of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). Accordingly, as the federal lead agency, Caltrans will prepare an Environmental Impact Statement (EIS) for the proposed project and alternatives, following the Council on Environmental Quality (CEQ) "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act" of November 29, 1978. In addition, under your NEPA lead agency responsibilities, Caltrans requests that our agency be a cooperating and/or a participating agency, as defined in 23 U.S.C. 139, in the development of the EIS.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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-2-

The Corps accepts Caltrans' offer to become a cooperating agency. The Corps also understands that our views, as well as those of other cooperating and/or participating agencies, will be sought through all stages of the EIS development. It is understood that this coordination is intended to preclude any subsequent and duplicative reviews by cooperating and/or participating agencies. This coordination is also designed to aid in identifying all reasonable project alternatives, environmental impacts, and measures to mitigate adverse impacts for the project. The Corps expects our participation will ensure the environmental review progresses in a mutually acceptable way to streamline the eventual application processes for required state and Federal permits. Further, because of our section 404 of the Clean Water Act (CWA) administrative responsibilities, we have a particular concern in seeing the project comply with the Section 404(b)(1) Guidelines (40 CFR 230), which is fundamental to supporting our eventual determination of the least environmentally damaging practicable alternative (LEDPA).

The Corps has reviewed the FHWA "Guidance on Cooperating Agencies," which outlines the responsibilities of the federal lead agency and those of the cooperating agencies. However, staff resource constraints will limit Corps participation to the following:

- Assist in identifying interest groups.
- Attend coordination meetings and joint field reviews.
- Provide meaningful and early input on issues of concern.
- Review pre-draft and pre-final environmental documents.
- Provide input on the evaluation of practicable alternatives, which will ultimately support the Corps' determination of the LEDPA.
- Assist the lead agency in determining appropriate and practicable mitigation, including "all practicable measures to minimize harm." These measures should reflect avoidance, minimization, and compensation.
- Cooperate in the application of principles for integration of NEPA and the section 404 permits contained in Chapter 11 of Applying the Section 404 Permit Process to Federal-aid Highway Projects.
- Adopt the final environmental document, if after an independent review, the Corps concludes that the document satisfies NEPA and other requirements for our approval and for our permit decision regarding the proposed action.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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-3-

The Corps looks forward to continued dialogue and coordination with Caltrans on this project. If you have any questions, please contact Crystal L.M Huerta of my staff at 805-585-2143 or via e-mail at Crystal.Huerta@usace.army.mil. Please refer to this letter and Corps File Number SPL-2013-00867-CLH in your reply.

Sincerely,



David J. Castanon  
Chief, Regulatory Division  
Los Angeles District

cc:

Jonathan Snyder, U.S. Fish & Wildlife Service, Carlsbad, CA  
Paul Amato, Environmental Protection Agency, Region IX, San Francisco, CA  
L.B. Nye, California Regional Water Quality Control Board, Los Angeles Region  
ED Pert, Department of Fish and Wildlife, San Diego, CA

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



Preserving America's Heritage

January 8, 2014

Ronald Kosinski *RK*  
Deputy District Director  
Caltrans - District 7  
Division of Environmental Planning  
100 South Main Street, Suite 100  
Los Angeles, CA 90012-3606

Ref: *Invitation to become a Cooperating and Participating Agency on the Proposed State Route 138 Northwest Corridor Improvement Project Los Angeles County, California*

Dear Mr. Kosinski:

On November 13, 2013, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's regulations. The ACHP accepts your invitation to become a cooperating and participating agency. However, we do not at this time anticipate attending meetings or providing formal comments at environmental review milestones. We would appreciate your keeping us informed of progress, as we may decide to become more actively involved in the future, if warranted. We would also be pleased to provide the California Department of Transportation (Caltrans) with technical assistance related to historic preservation and Section 106 of the National Historic Preservation Act as you fulfill your compliance responsibilities.

The ACHP encourages your agency to coordinate the Section 106 process with the National Environmental Policy Act (NEPA) compliance by notifying, at your earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, your agency will be able to determine the appropriate strategy to ensure Section 106 compliance is completed in a timely manner for this undertaking.

Likewise, Caltrans should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If Caltrans determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of a programmatic agreement is necessary, the agency must notify the ACHP and provide the documentation detailed at 36 CFR §800.11(e).

ADVISORY COUNCIL ON HISTORIC PRESERVATION  
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

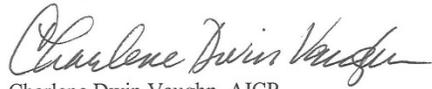
## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Thank you for inviting our participation in the development of this project. Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Najah Duvall-Gabriel at (202) 606-8585 or via e-mail at [ngabriel@achp.gov](mailto:ngabriel@achp.gov)

Sincerely,



Charlene Dwin Vaughn, AICP  
Assistant Director  
Federal Permitting, Licensing, and Assistance Section  
Office of Federal Agency Programs

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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**Podesta, Tami L@DOT**

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**From:** Watmore, Nilan@EPA  
**Sent:** Wednesday, January 22, 2014 10:52 AM  
**To:** Podesta, Tami L@DOT  
**Subject:** Follow-up on SR-138

Hi Tami,

Apologies for the delay in getting back to you with a decision on whether or not CalEPA will be a participatory agency in the improvement of SR-138. Our Secretary feels that we, at the agency level, don't need to be directly involved. From our conversation last week, it seems like the proper boards, departments and/or offices within CalEPA are involved, and they will be able to provide the needed expertise.

Let me know if we can be of any further assistance.

Best,

**Nilan Watmore**  
Special Assistant  
Office of the Secretary  
California Environmental Protection Agency  
(916) 445-2006  
[Nilan.Watmore@calepa.ca.gov](mailto:Nilan.Watmore@calepa.ca.gov)



 Please consider the environment before printing this email

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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**Podesta, Tami L@DOT**

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**From:** Debra Gillis [debragillis@sbcglobal.net]  
**Sent:** Wednesday, January 22, 2014 7:50 PM  
**To:** Podesta, Tami L@DOT  
**Subject:** RE: SR 138 NW Corridor Improvement Project, Participating Agency Invitation

Hi Tami,

We would like to be involved in this process. Please send meeting information to this email when you have it.

Thank you!  
Debra Gillis-Bradley  
661-305-3405

-----Original Message-----

**From:** Podesta, Tami L@DOT [<mailto:tami.podesta@dot.ca.gov>]  
**Sent:** Tuesday, January 21, 2014 2:27 PM  
**To:** [Debragillis@sbcglobal.net](mailto:Debragillis@sbcglobal.net)  
**Subject:** SR 138 NW Corridor Improvement Project, Participating Agency Invitation

Hi Debra:

Nice talking to you today.

I've attached the participating agency invitation for your review.

If you have any questions, please contact me.

Thank you,

Tami Podesta  
Senior Environmental Planner  
213-897-0309

Department of Transportation  
Division of Environmental Planning  
100 South Main Street, Ste. 100  
Los Angeles, CA 90012

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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**Hill, Natalie C@DOT**

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**From:** Schmlerer, Alan [alan\_schmlerer@nps.gov]  
**Sent:** Thursday, February 13, 2014 6:29 AM  
**To:** Hill, Natalie C@DOT  
**Cc:** martha\_crusius@nps.gov; Justin DeSantis  
**Subject:** Re: Participating Agency Invitation Follow-up

Greetings Natalie, as you may know, there are no units of the NP System in or near the APE of this proposed project.

Nevertheless based on quick consult with regional planning staff here, and also with our Regional Transportation Program Manager, our conclusion is that there are no reasons of authority or expertise necessitating that we join your team as Participating Agency.

Alan Schmlerer

PWR RBC

(415) 623-2315

~

This year on Sept. 3rd we

celebrate the

50th anniversary of the *Wilderness Act of 1964*. How are you celebrating this historic event? Check out the [50th Anniversary Website](#) for an events list and the [Toolbox](#) for event planning ideas and resources.

On Wed, Feb 5, 2014 at 3:16 PM, Hill, Natalie C@DOT <[natalie.hill@dot.ca.gov](mailto:natalie.hill@dot.ca.gov)> wrote:

Hi Alan,

I spoke with Martha earlier today and she informed me that you would be the one to contact on these environmental related issues. Caltrans has invited the National Park Service to become a participating agency as detailed in 23 CFR 139 for the Northwest State Route 138 (SR-138) Corridor Improvement Project. The project is located in Los Angeles County, on SR-138 between Interstate 5 and Route 14. We are currently in the scoping phase and looking to finalize our cooperating and participating agency list. I've attached the initial letters that were sent for your reference. If you have any questions on the role of a participating agency or any project questions please contact me, otherwise please fill out and sign the letter with your response. Thank you so much.

Natalie Hill

Associate Environmental Planner

Phone: (213) 897-0841

Location: 04-101

California Department of Transportation

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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District 7, Division of Environmental Planning  
100 S. Main Street, MS-16A  
Los Angeles, CA 90012

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**From:** Moreno, Cesar I@DOT  
**Sent:** Wednesday, February 05, 2014 1:13 PM  
**To:** Hill, Natalie C@DOT; Podesta, Tami L@DOT  
**Subject:** FW: Participating Agency Invitation Follow-up

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**From:** Moreno, Cesar I@DOT  
**Sent:** Thursday, December 19, 2013 5:09 PM  
**To:** 'chris\_lehnertz@nps.gov'  
**Subject:** Participating Agency Invitation Follow-up

The attached November 8, 2013 letter was sent to your agency for the purpose of extending an invitation to become a participating agency in the development of the Environmental Impact Statement for the proposed State Route 138 Northwest Corridor Improvement Project. We have not received a response from your agency. According to 23 U.S.C. § 139, a federal agency invited to participate shall be designated as a participating agency unless the agency declines the invitation by the specified deadline. A deadline of January 2, 2014 is specified in the attached December 19, 2014 follow-up letter. You may use the checklist at the bottom of the follow-up letter to indicate whether you accept or decline the invitation. Thank you for your attention this matter.

Cesar Moreno

Associate Environmental Planner

Division of Environmental Planning

Caltrans, District 7

213-897-0697

**APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**

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# ANTELOPE ACRES TOWN COUNCIL

## Community Meeting Agenda

Wednesday, November 20th, 2013 7:00 PM

Antelope Acres Community Center \* 8812 W Avenue E-8 (Behind the Fire Station)

Please turn off or silence cell phones and pagers. Please try to refrain from public displays or outbursts such as unsolicited applause, comments, cheering, foul language, or obscenities. Any disruptive activities that substantially interfere with the ability of the Council to carry out its meeting will not be permitted and offenders will be requested to leave the meeting.

**1. Meeting Called to Order** \_\_\_\_\_ # in Attendance \_\_\_\_\_ Meeting adjourned at \_\_\_\_\_

**2. Flag Salute**

**3. Roll Call of Officers/Presentation of Officers**

President – Tiffany Mercer: \_\_\_\_\_ Vice President – Anthony Godde: \_\_\_\_\_ Secretary – Michael Mercy: \_\_\_\_\_

Treasurer – Dannon Shaughnessy: \_\_\_\_\_ Member at Large – \_\_\_\_\_

**4. Agenda:** Approved \_\_\_\_\_ Approved with corrections \_\_\_\_\_

**5. Minutes of last meeting:** Approved \_\_\_\_\_ Approved with corrections \_\_\_\_\_

**6. Treasurer’s report:** Approved \_\_\_\_\_ Approved with corrections \_\_\_\_\_

**7. Community Leaders/Services Reports / Updates**

A. Los Angeles County Supervisor’s Office	B. Representatives of State & Local Elected Officials
C. Los Angeles County Sheriff’s Department	D. Neighborhood Watch
E. Community Center	F. Antelope Acres Queens

**8. Community Announcements**

Bona fide representatives of community service organizations and clubs are invited to announce upcoming events open to the public. Presentations should be limited to no more than three minutes.

**9. Public Comment Period.**

Any member of the public may address the Council relating to any matter of concern to Antelope Acres

**10. Old Business**

- A. Election results.
- B. Select a lunch meeting for the town council to meet up with  
Paulette L. Rush  
Community Relations Specialist  
Mid American Solar

**11. Presentations**

A. Mark Dierking from the Los Angeles County Metropolitan Transportation Authority providing update on study re: SR-138 from the I-5 to the SR-14.

B. Greg Blue from Canadian Solar updating on project located at 110th St W/Ave J.

**12. Standing Committee Reports**

- A. CSD & Land Use Committee
- B. Animal Task Force Committee

**13. Special Committees**

- A. None

**14. New Business**

- A. Christmas meeting

**15. Upcoming Events**

- A.
- B.

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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## Fairmont Town Council Meeting Agenda

Date - Thursday, November 21, 2013 at 6:30 P.m.

Location - **Fairmont Market** 22847 West Avenue D, Lancaster Ca

A member of the public may address the Board of the Fairmont Town Council regarding any scheduled agenda item at the end of the board discussion and prior to a vote on the item. Any person wishing to address the Board should first complete and deliver to the Board a "Request to Speak" form prior to the meeting starting. This will then be public information. A two-minute time limit will be imposed on all speakers other than board members.

Please turn off or silence cell phones. Please refrain from public displays of outbursts such as unsolicited applause, comments, cheering, foul language or obscenities or disruptive activities that substantially interfere with the ability of the Council to carry out its meeting will not be permitted and the offenders will be requested to leave the meeting.

1. **Meeting Called to Order** \_\_\_\_\_
2. **Flag Salute.**
3. **Roll Call:** Pres. B. Rogers \_\_\_ V Pres D Hyatt \_\_\_ D. Kerr \_\_\_ M. Santana \_\_\_
4. **Agenda:** Corrections \_\_\_\_\_ Approved \_\_\_\_\_
5. **Minutes:** Corrections \_\_\_\_\_ Approved \_\_\_\_\_
6. **Officers Reports:** Dave Kerr wants to thank AVSR1 for their prompt clean-up of frontage debris.
7. **Community Leaders:**
  - Los Angeles County Sheriff's Department
  - Los Angeles County Supervisors Office
8. **Community Announcements:**
9. **New Business:** Purchase of Emergency Radio Communication
10. **Old Business:** Water adjudication lawsuit
11. **Presentations:**
  - Mark Dierking – Metro- Customer Relations Manager – Study regarding the widening/improvement of Highway 138 between I-5 and I-14. Bring your questions and/or comments for Mark and his team.
  - Greg Blue of Canadian Solar new owners of the Tusso solar project

## **APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**

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**Public comment period:** any member of the public may address the Council relating to any matter of concern to Fairmont residents. This need not be related to any items on the agenda. Presentations will be limited to two minutes. No formal action by the Council will be taken on these matters at this meeting. Speakers must present a completed speaker's card to the council before the meeting starts to be able to speak.

12. **Our next meeting date will be Thursday, December, 19, 2013 at 6:30 pm.**
13. **Motion to adjourn.**
14. **Fairmonttowncouncil.com**

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Three Points / Liebre Mt. Town Council  
January 11, 2014 9:30 AM  
Regular Bimonthly Meeting  
Location: Grace Chapel Church Neenach, 25649 West Ave C-15  
Agenda

Council Members: Chris Wangsgard, President ; Sue Zahnter, Vice President, Diane Phillips, Treasurer; Karen Plemmons, Secretary; Dennis Hinde, Member at Large

Call to Order  
Flag Salute

Guest Speaker: Mark Dieking, Community Relations Manager for the Los Angeles County Metropolitan Transportation Authority will provide information on Highway 138 West, and listen to concerns of the community. Widening of the highway may require the purchase of properties by eminent domain.

Minutes: Karen

Treasurer's Report: Diane

### Old Business

- A. CERT AM Emergency Radio Communications Check Ian Coster
- B. Fundraising Superbowl Sunday Feb. 2 Report Chris
- C. Status on Road Signs and Tree Removal, Regional Planning Mapping Sue

### New Business

- A. New Information Regarding Any Meetings Attended by Sue Zahnter Sue
- B. Resigning Board Member Chris
- C. Volunteers for Yearly Audit
- D. New Post Office Box (76) acquired to save Council Funds Chris

Public Comment

Adjourn meeting

### NEXT TOWN COUNCIL MEETING

March 8, 2014 9:30 AM  
Grace Chapel Church Neenach,  
25649 West Ave C-15 (Between Three Points Road and 245th St West, on Hwy 138)

Dates for upcoming 2014 General Mtgs (Second Saturday of Odd Months)  
March 8, May 10, July 12, September 13, November 8.

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Thursday, January 16<sup>th</sup>, 2014 9:30 a.m.

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## Agenda

Los Angeles County  
Metropolitan Transportation Authority

Streets and Freeways Subcommittee

### ➔ Mulholland Conference Room, 15<sup>th</sup> Floor

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- |  |   |
|--|---|
| 1. Call to Order<br><i>1 min</i>   | Action ( <i>Bahman Janka</i> )  |
| 2. Approval of Minutes<br>Attachment 1: November 21, 2013 Minutes<br>Attachment 2: Sign-in Sheet/Attendance Sheet<br>Attachment 3: 90-Day Rolling Agenda<br><i>1 min</i> | Action ( <i>Subcommittee</i> )  |
| 3. Chair Report<br>• Discuss potential meeting date change<br><i>5 min</i>   | Information ( <i>Bahman Janka</i> )   |
| 4. Election of Chair and Vice Chair<br><i>5 min</i>  | Action ( <i>Subcommittee</i> )  |
| 5. Metro Report<br><i>5 min</i>  | Information ( <i>Fulgene Asuncion</i> )                                       |
| 6. Caltrans Report<br><i>5 min</i>   | Information ( <i>David Sosa</i> )   |
| 7. State and Federal Legislative Update<br><i>5 min</i>  | Information ( <i>Raffi Hamparian/<br/>Marisa Yeager/ Michael<br/>Turner</i> ) |
| 8. 2014 Short Range Transportation Plan<br><i>5 min</i>  | Information ( <i>Rena Lum</i> )   |



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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- |   |                                      |
|---|--------------------------------------|
| 9. 2013 Call for Projects<br><i>5 min</i>                       | Information ( <i>Rena Lum</i> )      |
| 10. CTC Update<br><i>5 min</i>                                  | Information ( <i>Patricia Chen</i> ) |
| 11. Potential Ballot Measure<br><i>10 min</i>                   | Information ( <i>Patricia Chen</i> ) |
| 12. Northwest 138 Corridor Improvement Project<br><i>10 min</i> | Information ( <i>Teresa Wong</i> )   |
| 13. TOD Grant Program, Round 4<br><i>10 min</i>                 | Information ( <i>Nick Saponara</i> ) |
| 14. Open Streets Program & Workshop Update<br><i>10 min</i>     | Information ( <i>Avital Shavit</i> ) |
| 15. New Business<br><i>5 min</i>                                | Action ( <i>Subcommittee</i> )       |
| 16. Adjournment<br><i>1 min</i>                                 | Action ( <i>Subcommittee</i> )       |

The next meeting for the Streets and Freeways Subcommittee will be held on February 20<sup>th</sup> at 9:30 a.m. on the 15<sup>th</sup> floor, Mulholland Conference Room. Please contact Fulgene Asuncion at (213) 922 – 3025 should you have any questions or comments regarding this or future agendas.

Agendas can be accessed online at: <http://www.metro.net/about/sfs/>



Los Angeles County  
Metropolitan Transportation Authority

**Metro**

**APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**

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# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



**Metro**



## DWR FIELD COORDINATION MEETING MEETING NOTES

**SR138, I-5 to SR 14 PA&ED**

**07-LA-138, PM 0.0/36.8 - EA 265100**

**Metro Contract PS4730-2932**

**DATE** – November 19, 2013

**TIME** – 2:00 PM – 3:00 PM

**PLACE:** SR138 @ California Aqueduct (West Branch) Crossing

### Attendees:

- Jamie DeSantiago, DWR jdes@water.ca.gov Department of Water Resources Southern Field Division 34534 116th Street East Pearblossom, CA 93553 O: 661.944.8574 C: 661.916.30471
- Robert Blume, KHA
- Frank Hoffmann, KHA
- Chris Nelson, CNA

### DWR Contacts:

Jamie DeSantiago is DWR's Southern Field Division representative for the segment of the California Aqueduct from Castaic Lake to Silver Lake Perris.

All work and improvements within DWR's ROW require an encroachment permit. Contact for the encroachment permit application is Angelica Aguilera (916 653 5782) with the DWR Division of Engineering Real Estate Branch, located in Sacramento, CA. Working with the local representative (Mr. DeSantiago).

### System Overview:

The California Aqueduct begins at the San Joaquin-Sacramento River Delta and flows through the Central Valley to the Edmonston Pumping station where it is pumped across the Tehachapi's. Water flows through the aqueduct in a series of abrupt rises and gradual falls. The water flows down a long segment, built at a slight grade, and arrives at a pumping station. The pumping station raises the water, where it again gradually flows downhill to the next station. However, where there are substantial drops, the water's potential energy is recaptured by hydroelectric. A typical section has a concrete-lined channel 40 feet at the base and an average water depth of about 30 ft. The widest section of the aqueduct is 110 feet and the deepest is 32 feet.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

Once reaching the crest of the Tehachapis, the aqueduct runs through a series of tunnels to the Tehachapi Afterbay, where its flow is partitioned between West and East Branches.

**West Branch:** From the Tehachapi Afterbay, the West Branch carries water to a second reservoir, Quail Lake, via the Oso Pumping Plant. At the Quail Lake outfall 2 box culverts cross SR138. The water then runs south by gravity to the 78 MW William E. Warne Powerplant, located on the Pyramid Lake reservoir. From Pyramid Lake the aqueduct continues to the terminus of the West Branch at the Castaic Lake LADWP Hydro Powerplant.



William E. Warne Powerplant

**East Branch:** The East Branch supplies Lake Palmdale and terminates at Lake Perris, in the area of the San Geronio Pass. SR138 crosses the East Branch east of Neenach. The Neenach bridge across the California Aqueduct (Bridge No. 53-2047) was built 1966, and is 135' long, 43' wide CIP Box Girder structure.

### **Federal Energy Regulatory Commission (FERC)**

**FERC** is the United States federal agency with jurisdiction over interstate electricity sales, wholesale electric rates, hydroelectric licensing, oversees the operation of the aqueduct and its hydroelectricity component.

The following FERC responsibilities are potentially making them a stakeholder and will require coordination.

- Licenses and inspects private, municipal, and state hydroelectric projects
- Oversees environmental matters related to natural gas and hydroelectricity projects and major electricity policy initiatives

### **As-builts:**

KHA requested as-builts for the west branch facilities at the Quail Lake outfall crossing SR138 and of the east branch section of the aqueduct crossing SR138.

Mr. DeSantiago will research archives and provide copies to KHA.

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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### Additional Survey:

Surveys of aqueduct, especially below waterline, might be required. CNA has experience with similar surveys on the LA River using boats. All activities have to be coordinated with DWR and the flow in the aqueduct has to be controlled for the time of the surveys.

### Constructability

The section of the aqueduct south of Quail Lake including the crossing of SR-138, was improved in the 1980s. Building on the original trapezoidal section of the aqueduct taller and flatter slopes were added and the size of the culvers crossing SR138 was increased North of the SR138 ROW a building housing control facilities for the aqueduct and the gates regulating the flows which would make it significantly more difficult to widen SR138 to the north than to the south.

Widening to the south would require extending the dual box culverts, reconstruction of the outflow structure, modification of the aqueduct, and relocation of the access road. Also the weather data collection station has to be relocated, which is manually operated.

Construction impacting the operation of the aqueduct has to be done in the low demand period (December to January) During all phases of the construction, flows in the aqueduct have to be maintained.

### Access

DWR has driveways on both sides of SR138 at the Aqueduct crossing. The gate on the north side provides access to the Northside of Quail Lake and Aqueduct. The gate is automated and can be opened remotely. During the field visit multiple vehicles were observed entering and departing through the gate. Mr. DeSantiago indicated they were entering to access the pumping station upstream of Quail Lake. There is another dirt road immediately to the west of the gated access for the aqueduct that appears to provide access to the property along the fence line of the aqueduct facility. The gate on the south side is pad locked and seems to be used less frequent, but provides access to the service road along the top of both sides of the aqueduct.

### Future Meetings

Mr. DeSantiago indicated that we should also meet with DWR operations staff and he can help to facilitate a meeting..

Prepared 2013-11-20 FH

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## **NORTHWEST 138 CORRIDOR IMPROVEMENT PROJECT**

### **Agency Coordination Meeting**

**December 16, 2014**

#### **Meeting Participants**

##### Agency Representatives

- Raymond Vizgirdas, U.S. Fish and Wildlife Service (USFWS)
- Jamie Jackson, California Department of Fish and Wildlife (CDFW)
- Michelle Boehm, California High-Speed Rail Authority (CHSRA)
- Karl Fielding, CHSRA
- Juan Carlos Velazquez, CHSRA
- Daniel Tran, Southern California Association of Governments (SCAG)
- Jan Zimmerman, Lahontan Regional Water Board
- Brian Ludicke, City of Lancaster
- Mike Behen, City of Palmdale
- Veronica Li, U.S. Army Corps of Engineers (USACE)
- Bob Solecki, State Water Resources Control Board (SWRCB)
- Debra Gillis, Antelope Valley Resource Conservation District
- Carl Nadela, Los Angeles County Department of Regional Planning
- Clifton Meek, U.S. Environmental Protection Agency
- Hudson Minshew, Natural Resource Conservation Service

##### Caltrans

- Reza Fateh, Project Manager
- Tami Podesta, Environmental Planning
- Natalie Hill, Environmental Planning
- Alex Kirkish, Cultural
- Aye Htoon, Noise and Vibration
- Arnold Parmar, Noise and Vibration
- Cesar Moreno, Environmental Planning
- Andrew Yoon, Air Quality and Hazardous Waste
- Kathy Pham, Design
- Dahlia Persoff, Landscape Architecture
- Paul Caron, Biological / Environmental
- Bily Ho, Environmental Planning

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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## Metro

- Will Lamborn, Project Manager
- Aziz Elattar, Planning
- Mark Dierking, Public Outreach

## Other Project Team Representatives

- Bob Blume, Kimley-Horn and Associates (KHA)
- Sri Chakravarthy, Kimley-Horn and Associates (KHA)
- Elisabeth Suh, CH2M Hill
- Don Mitchell, ECORP Consulting
- Roger Mason, ECORP Consulting
- Rich Galvin, GPA Consulting
- Mandy Jones, GPA Consulting
- Nicole West, LSA
- Keith Lay, LSA
- Tiffany Chao, Point C
- Chester Britt, Arellano Associates
- Edgar Gutierrez, Arellano Associates

## **Meeting Notes**

### Presenters

- Tami Podesta, Caltrans, provided an overview of the project and the environmental process.
- Mark Dierking, Metro, provided an update on the outreach efforts that have been performed since Fall 2013.
- Bob Blume, Kimley-Horn and Associates, provided an overview of the alternatives that are being considered for the NW 138 Corridor.
- Caltrans and other environmental technical experts presented individual reports on the technical studies that are being developed for the environmental document.

### Questions and Comments

Participant	Question/ Comment	Response
Aziz Elattar, Metro	Does every alternative address the project's purpose and need? The TSM alternative is being considered to address the current needs, but does not meet the projected long term traffic needs. Do you have the existing traffic counts for that corridor?	Alternatives 1 and 2 meet the purpose and need; Alternative 3 does not meet the long term need.  Yes, the current traffic counts have been conducted and have been validated and calibrated within the model. This is then used to generate the projected traffic counts. (KHA)
Jamie Jackson, CDFW	Regarding the "swing out" at the northern undeveloped part of the Antelope Acres – what type of homes would be impacted by	The existing housing units represent all types of structures, including newer and older homes. The direct route would

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

Participant	Question/ Comment	Response
	<p>the direct route? How many would be impacted? Of those that are impacted, what type of structures are they?</p>	<p>impact a total of six units. These units that may be impacted are newer structures that are in good standing condition. (KHA)</p>
<p>Mike Behen, City of Palmdale</p>	<p>The City mentioned the rail component in the very beginning of the environmental process. Is there enough right-of-way available within the median to accommodate a rail system through this corridor?</p> <p>How is the possibility of future rail through this corridor going to be mentioned in the environmental document? What agencies have Metro and Caltrans spoken to? Did any of the agencies support the concept?</p> <p>Although the rail is not shown as a current need, there should be the acknowledgement that this corridor could accommodate a rail component in the future. Is there a current alternative that provides a rail component?</p>	<p>Yes, Alternative 1 provides for an 86' median from SR-14 through 300<sup>th</sup> Street. There are constraints after that point; the hillside to the south and Quail Lake to the north.</p> <p>Through scoping, the City's comment regarding rail was taken into consideration. After further review, it was concluded that the rail component is not a need that needs to be addressed. This conclusion was reached after having discussions with Metro, Metrolink, Metro rail, Southern California Regional Rail, and CHSRA. There were no plans for rail expansion identified by any of these agencies. There is also a longer range transportation being prepared concurrently – North County Multimodal Integrated Transportation Study (NCMITS) – to identify and address long term rail needs.</p> <p>There is not an alternative that currently includes a rail component. (KHA and Metro)</p>
<p>Michelle Boehm, CHSRA</p>	<p>Further consideration should be taken for the rail component. CHSRA is looking at a substantial intermodal center in Palmdale with Express West, HSR, and Metrolink, and CHSRA is looking into potentially having construction in the Southern California section by the end of the decade. Although I understand that the NCMITS is underway, this corridor should be considered for rail as it could serve as a very important rail connection, probably not as a HSR corridor but as a commuter rail, and I think it would be very important to consider a future rail corridor and to certainly set aside right-of-way for future expansion. Is there a way for</p>	<p>The environmental study will ensure that one of the alternatives provides enough right-of-way for future rail expansion. But a rail component as part of the environmental study is not shown as a need at this point and for that reason that will not be considered as an alternative option and taken into consideration at this time. (KHA and Metro)</p>

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

Participant	Question/ Comment	Response
	the rail component to be left in the study for consideration?	
Mike Behen, City of Palmdale	We're on record with the rail request for over 2 years; this project is a swing and a miss when it comes to considering rail. This is unfortunate.	No response.
Michelle Boehm, CHSRA	What would be the impact to your project if you increased the environmental footprint to accommodate a future where rail might be layered in as a result of the conclusion of the NCMITS study?	It would significantly impact the project schedule and costs. It would be like starting the environmental process all over again. (KHA)
Mike Behen, City of Palmdale	Wasn't there an existing 500 – 600 foot swath that was identified as a study area? We have given our comments through scoping and have been on record for 2 years regarding the rail option. But we're being told tough luck. There should be a better process to handle these types of requests.	The area initially identified was 600 ft. wide so that the team could start the environmental resource studies. This area was centered throughout the corridor, with 300 feet on each side of the center of the corridor. Now as we look at impacts the team will only be assessing the impact that the proposed alternatives would generate. (KHA)
Jamie Jackson, CDFW	<u>Biological</u> : Were the prong horn spotting surveys conducted near the California aqueduct or Quail Lake? We included this in our scoping request.	No, these have not been conducted but can be performed if requested. (Caltrans Biology)
Bob Solecki, (SWRCB)	<u>Biological</u> : Do you anticipate that the delineated wetlands will they be in state or federal jurisdiction?	It is anticipated that the wetlands on the Tehachapi side will be federal jurisdiction. However, it's harder on the Antelope Valley side due to jurisdictional issues; it may be federal or state. (Caltrans Biology)
Jamie Jackson, CDFW	<u>Cultural</u> : Which federally recognized Native American tribes are represented along the corridor?	There are about ten different tribes that are represented along the corridor. It's hard to clearly identify all due to jurisdictional conflicts amongst the tribes. (Caltrans Cultural Resources)
Carl Nadela, L.A. County Department of Regional Planning	<u>Noise</u> : Do you look at population and housing projections, including future development? Does the study take into account SCAG's population projections by areas? SCAG has population growth projections for specific areas in the Antelope Valley. Would this study look at the future need for additional mitigation (e.g. sound walls)?	The designer noise data is added into the assessment model which also incorporates other data, including population increase, which increases the noise frequencies. Caltrans takes into consideration any and all future development which already has a building permit issued. Future development without a permit is typically not considered for mitigation

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

Participant	Question/ Comment	Response
		as developers would be required to provide abatement as part of future development permits. (Caltrans Noise)
Jamie Jackson, CDFW	<u>Noise</u> : How do you identify noise sensitive areas? Are environmentally sensitive areas considered as part of the noise assessment?	Caltrans identifies noise sensitive areas following FHWA's definition. This typically includes public facilities, housing, and other activities that may be interrupted by noise. In this instance, it's primarily residential impacts. Bioacoustics are typically not considered as part of this assessment. Impacts to humans are the focus of the noise study. (Caltrans Noise)
Jamie Jackson, CDFW	<u>Geotech</u> : How is hydrology going to be incorporated into the reports? Into water quality?	There will be a Drainage Report, Stormwater Data Report, and Water Quality Assessment completed for the project. (LSA)
Bob Solecki, SWRCB	<u>Water Quality</u> : What category are you following for the study?	Caltrans Water Quality Assessment Guidelines (LSA)
Jamie Jackson, CDFW	<u>Utilities</u> : will the existing utilities be relocated? Is that process being covered by the environmental document?	Some of the alternatives will require the relocation of the utility lines at certain points along the corridor. (KHA)
Jamie Jackson, CDFW	<u>Cumulative</u> : Is analysis for habitat under crossings being considered?	There is a Wildlife Corridor Study being prepared that will indicate wildlife movement and any potential crossings. (Caltrans)
Daniel Tran, SCAG	<u>Cumulative</u> : Is there going to be growth impacts as a result of this project?	Growth will be evaluated. (Caltrans)
Carl Nadela, L.A. County Department of Regional Planning	<u>Cumulative</u> : Will the Centennial project be considered or captured by this study? Will the application for a specific plan trigger the need to be considered in the environmental analysis?	Yes, the Centennial Development will be included in the Cumulative Analysis. (Caltrans)
Jamie Jackson, CDFW	<u>Cumulative</u> : Why isn't Centennial being considered in the Noise analysis? How can cumulative impacts from Centennial be included in this environmental document?	The developer must have an approved building permit for future developments to be considered in the noise analysis.  Noise abatement measures for future developments not captured in the noise analysis would be the responsibility of the developer. (Caltrans Noise)

**APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY**

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# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

State of California—Transportation Agency

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

2041 West Avenue I  
Lancaster, CA 93536  
(661) 948-8541  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



March 19, 2014

File No.: 545.12757.15138

Mr. Ronald Kosinski *RK*  
California Department of Transportation, District 7  
100 South Main Street, MS-16A  
Los Angeles, CA 90012-3606

Dear Mr. Kosinski:

This is in response to the Northwest SR-138 Corridor Improvement Project document which outlines the proposed project. The proposed project includes a 36 mile-long east-west improvement to SR-138 between I-5 and SR-14. Approximately 20 miles of SR-138 is the responsibility of the Antelope Valley Area of the California Highway Patrol (CHP) and approximately 16 miles is the responsibility of the Newhall Area CHP. Traffic enforcement, accident investigation and response for service will be the responsibility of our agency.

Upon reviewing this project, it is anticipated traffic flow will be restricted, congestion will be worsened and calls for service will likely increase during the construction phase of the project. As a result, emergency response times may be affected. It is suggested the contractors for this project work closely with the Antelope Valley and Newhall CHP Areas to determine the best times for closures and best alternate routes if necessary. Utilizing CHP officers for traffic control (COZEEP) would also help to prevent traffic collisions. A temporary reduction in the current 55 mph speed limit and proper signage should also be considered.

Once construction is completed, it is reasonable to assume a greater number of motorists will utilize the widened roadway, thus creating a greater need for traffic law enforcement. Calls for service are also likely to increase as a result of the additional motorists using this route. In order to reduce the number of serious injury and fatal traffic collisions, it is recommended a concrete center divider be incorporated into the plans. Wide shoulders on each side of the roadway also enhance the safety of our officers and the motoring public.

*Safety, Service, and Security*  
CHP 51 (Rev. 03-11) OPI 076



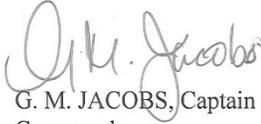
*An Internationally Accredited Agency*

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Lieutenant Eric Broneer will be our Area's contact person for the project. If you have any questions or concerns, he may be reached at the above address or telephone number.

Sincerely,



G. M. JACOBS, Captain  
Commander  
Antelope Valley Area

cc: Southern Division  
Office of Special Projects  
State Clearinghouse Office of Planning and Research

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY  
FIRE CHIEF  
FORESTER & FIRE WARDEN

RECEIVED APR 01 2014

*msf*

March 25, 2014

Ronald J. Kosinski, Deputy District Director *rk*  
Department of Transportation  
Division of Environmental Planning  
100 South Main Street  
Los Angeles, CA 90012

Dear Mr. Kosinski:

**NOTICE OF SCOPING AND INITIATION OF STUDIES, "NORTHWEST SR-138 CORRIDOR IMPROVEMENT PROJECT," TO IMPROVE STATE ROUTE 138 FROM THE INTERSTATE 5 INTERCHANGE TO THE STATE ROUTE 14, APPROXIMATELY 36 MILES, ANTELOPE VALLEY (FFER #201400040)**

The Notice of Scoping and Initiation of Studies has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

**PLANNING DIVISION:**

1. Any highway project that includes road closures and/or detours has the potential to impede upon emergency response times, especially during high peak traffic hours. All road closures and detours should be approved and acceptable to the Fire Department so as not to adversely impact emergency responses.

**LAND DEVELOPMENT UNIT:**

1. Provide three sets of alternate route (detour) plans, with a tentative schedule of planned closures, prior to the beginning of construction. Complete architectural/structural plans are not necessary.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS  
ARTESIA  
AZUSA  
BALDWIN PARK  
BELL  
BELL GARDENS  
BELLFLOWER  
BRADBURY

CALABASAS  
CARSON  
CERRITOS  
CLAREMONT  
COMMERCE  
COVINA  
CUDAHAY

DIAMOND BAR  
DUARTE  
EL MONTE  
GARDENA  
GLENORA  
HAWAIIAN GARDENS  
HAWTHORNE

HIDDEN HILLS  
HUNTINGTON PARK  
INDUSTRY  
INGLEWOOD  
IRWINDALE  
LA CANADA FLINTRIDGE  
LA HABRA

LA MIRADA  
LA PUENTE  
LAKEWOOD  
LANCASTER  
LAWDALE  
LOMITA  
LYNWOOD

MALIBU  
MAYWOOD  
NORWALK  
PALMDALE  
PALOS VERDES ESTATES  
PARAMOUNT  
PICO RIVERA

POMONA  
RANCHO PALOS VERDES  
ROLLING HILLS  
ROLLING HILLS ESTATES  
ROSEMEAD  
SAN DIMAS  
SANTA CLARITA

SIGNAL HILL  
SOUTH EL MONTE  
SOUTH GATE  
TEMPLE CITY  
WALNUT  
WEST HOLLYWOOD  
WESTLAKE VILLAGE  
WHITTIER

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Ronald J. Kosinski, Deputy District Director  
March 25, 2014  
Page 2

2. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review, prior to implementation.
3. Notify the County of Los Angeles Fire Department Fire Stations, at least three days in advance of any street closures that may affect Fire/Paramedic responses in the area.
4. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions.
5. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase. There may be additional requirements during this time.

### FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

### HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

FV:jl

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

4761551N25A-SH-AD32A (2/72) -PS9-95

COUNTY OF LOS ANGELES  
**SHERIFF'S DEPARTMENT**  
"A Tradition of Service"

DATE: April 4, 2014  
FILE NO:

OFFICE CORRESPONDENCE

  
FROM: ROOSEVELT JOHNSON, CAPTAIN TO: GARY T. K. TSE, DIRECTOR  
SANTA CLARITA VALLEY STATION FACILITIES PLANNING BUREAU

SUBJECT: **REVIEW COMMENTS ON THE NOTICE OF SCOPING/INITIATION OF STUDIES FOR THE NORTHWEST SR-138 CORRIDOR IMPROVEMENT PROJECT (DEPARTMENT OF TRANSPORTATION FILE 07-LA-138)**

The Santa Clarita Valley Station reviewed the Notice of Scoping/Initiation of Studies (NOS/IOS), dated February 28, 2014, for the Northwest SR-138 Corridor Improvement Project (Project). The proposed Project will improve a 36-mile segment of SR-138, from I-5 to SR-14, in the Antelope Valley.

The proposed Project appears to be in the preliminary planning stage. As such, specific information regarding the proposed Project is limited at this time. However, according to general statements contained in the NOS/IOS and the January 2014 Overview Fact Sheet prepared by the State Department of Transportation (Caltrans), the proposed Project is intended to accommodate anticipated population/economic growth in the Antelope Valley by increasing roadway sight distances, upgrading various roadway features to meet current roadway standards, improving connections to properties along the corridor, and improving emergency access throughout.

Based on such generalized information available at this time, the Santa Clarita Valley Station has no palpable concern and is generally supportive of the proposed Project. However, the Santa Clarita Valley Station reserves the right to revise our assessment of the proposed Project as subsequent environmental documents are available for review and comment, and/or the following detailed information is determined by Caltrans:

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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SR-138 CORRIDOR IMPROVEMENT

-2-

April 4, 2014

- Ultimate type of facility (freeway and/or expressway);
- Right-of-way requirements;
- Guidelines for improvements;
- Requirements for technical studies; and,
- Identification of potential post-Project roadway improvements.

Lastly, be advised the proposed Project is partially located within the service area of Lancaster Station (LAN). As such, LAN should be afforded the opportunity to review and comment on the proposed Project.

Thank you for including the Santa Clarita Valley Station in the environmental review process for the proposed Project. Should you have any questions regarding this matter, please contact Operations Lieutenant Robert Lewis at (661) 799-5102.

RJ:RL:rl

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

STATE OF CALIFORNIA – CALIFORNIA NATURAL RESOURCES AGENCY

EDMUND G. BROWN JR, Governor

## DEPARTMENT OF WATER RESOURCES

1416 NINTH STREET, P.O. BOX 942836  
SACRAMENTO, CA 942360001  
(916) 653-5791



April 10, 2014

Ron Kosinski, Deputy District Director *rk*  
California Department of Transportation  
Division of Environmental Planning  
(NW SR-138)  
100 South Main St  
Los Angeles, CA 90012  
Attn: Tami Podesta

### Northwest 138 Corridor Improvement Project

Dear Ms. Podesta,

This letter is in reference to the planned Northwest 138 Corridor Improvement Project. The project is situated in the northwest corner of Los Angeles County, just south of the Kern County Boarder. The proposed project crosses the Department of Water Resources (DWR) California Aqueduct in various locations, as well as bordering Quail Lake, both part of the State Water Project. Based on information obtained at your March 18<sup>th</sup> Scoping meeting in Lancaster, it is apparent that multiple crossings of the California Aqueduct and various aspects of DWR right of way will be impacted by segments of your project.

Please be aware that any improvements that alter the California Aqueduct or its associated facilities will require an encroachment permit, or other form of agreement with DWR prior to the beginning of construction. In addition to potential impacts to DWR facilities, it should be noted that there are multiple drainage features that may be impacted by your project. Therefore, any alteration to existing drainage patterns that would have an effect on DWR right of way will have to be addressed in your study.

Please provide DWR with a copy of any subsequent documentation as it becomes available for public review. Any future correspondence relating to this project should be sent to:

Leroy Ellinghouse, Chief  
SWP Encroachment Section  
Division of Operations and0020Maintenance  
Department of Water Resources  
1416 Ninth Street, Room 641-1  
Sacramento, California 95814

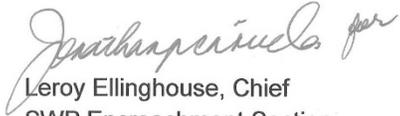
## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Ron Kosinski  
April 10, 2014  
Page 2

If you have any questions, please contact me at (916) 653-7168.

Sincerely,



Leroy Ellinghouse, Chief  
SWP Encroachment Section  
Division of Operations and Maintenance

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## BOARD MEMBERS

April 18, 2014

**Dan Richard**  
CHAIR

**Thomas Richards**  
VICE CHAIR

**Jim Hartnett**  
VICE CHAIR

**Richard Frank**

**Patrick W. Henning, Sr.**

**Katherine Perez-Estolano**

**Michael Rossi**

**Lynn Schenk**

**Thea Selby**

**Jeff Morales**  
CHIEF EXECUTIVE OFFICER

Mr. Ron Kosinski, Deputy District Director  
Division of Environmental Planning  
California Department of Transportation  
Northwest 138 Corridor Improvement Project  
100 South Main Street (Mail Stop 16A)  
Los Angeles, CA 90012

Dear Mr. Kosinski:

The California High-Speed Rail Authority (Authority) thanks the California Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (Metro) for the opportunity to submit scoping comments on the Northwest 138 Corridor Improvement Project. The Authority has been coordinating with Caltrans and Metro on a number of projects in the Antelope Valley, and appreciates the efforts of both agencies to make safety and mobility improvements to the Northwest 138 Corridor.

The Northwest 138 Corridor is a key linkage between Interstate 5 and State Route 14 in the Antelope Valley, providing important connectivity and access across the region. The Authority encourages Caltrans and Metro to pursue a range of alternatives that gives residents and stakeholders a variety of options and benefits to consider. The Authority has been working for many years to plan a high-speed rail station in Palmdale, and appreciates the potential for additional access to the planned station that an improved Northwest 138 Corridor could provide. The Authority encourages both agencies to consider current high-speed rail planning documents for the Bakersfield to Palmdale and Palmdale to Los Angeles project sections in their work. Details about both project sections are available at [http://www.hsr.ca.gov/Programs/Statewide\\_Rail\\_Modernization/Project\\_Sections/index.html](http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/index.html).

EDMUND G. BROWN JR.  
GOVERNOR



770 L Street, Suite 800 Sacramento, CA 95814 • T: (916) 324-1541 • F: (916) 322-0827 • [www.hsr.ca.gov](http://www.hsr.ca.gov)

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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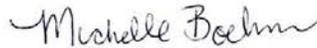
Mr. Ron Kosinski  
Page 2

The Authority looks forward to continuing to work with Caltrans and Metro in the Antelope Valley as alternatives develop for the Northwest 138 Corridor and high-speed rail planning continues to advance. Authority staff stands ready to further coordinate with Caltrans and Metro staffs as additional project details are developed. Please contact me at [mark.mcloughlin@hsr.ca.gov](mailto:mark.mcloughlin@hsr.ca.gov) or (916) 324-1541 with any questions.

Sincerely,



Mark A. McLoughlin  
Director of Environmental Services



Michelle Boehm  
Southern California Regional Director

cc: Jeff Morales, Chief Executive Officer, California High-Speed Rail Authority  
Teresa Wong, Project Manager, Los Angeles County Metropolitan Transportation Authority

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

## COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

GRACE ROBINSON HYDE  
Chief Engineer and General Manager

April 21, 2014

Ref File No.: 2903466

Mr. Ronald J. Kosinski, *RJK*  
Deputy District Director  
Division of Environmental Planning  
California Department of Transportation  
District 7  
100 South Main Street – Mail Stop 16A  
Los Angeles, CA 90012

Dear Mr. Kosinski:

### Northwest 138 Corridor Improvement Project

This is in reply to your notice, which was received by the County Sanitation Districts of Los Angeles County (Districts) on February 26, 2014. We offer the following comments:

- The proposed project may impact existing and/or proposed Districts' trunk sewers over which it will be constructed. Existing and proposed Districts' trunk sewers are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specification that incorporate Districts' sewer lines are submitted. In order to prepare these plans, you will need to submit a map of the proposed project alignment, when available, to the attention of Mr. Jon Ganz of the Districts' Sewer Design Section at the address shown above. The Districts will then provide you with the plans for all Districts' facilities that will be impacted by the proposed project. Then, when revised plans that incorporate our sewers have been prepared, please submit copies of the same for our review and comment.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde

Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar

cc: J. Ganz

DOC: #2950608.D99

Recycled Paper

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



*John E. Scott, Sheriff*

*County of Los Angeles*  
**Sheriff's Department Headquarters**

*4700 Ramona Boulevard  
Monterey Park, California 91754-2169*



April 28, 2014

Ronald Kosinski, Deputy District Director *pk*  
Division of Environmental Planning  
California Department of Transportation, District 7  
100 South Main Street, Mail Stop 16A  
Los Angeles, California 90012

Dear Mr. Kosinski:

**REVIEW COMMENTS  
NOTICE OF SCOPING/INITIATION OF STUDIES  
NORTHWEST SR-138 CORRIDOR IMPROVEMENT PROJECT  
(FILE 07-LA-138)**

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the Notice of Scoping/Initiation of Studies (NOS/IOS), dated February 28, 2014, for the Northwest State Route 138 Corridor Improvement Project (Project). The proposed Project will improve a 36-mile segment of State Route 138 (SR-138) from Interstate 5 to State Route 14 in the Antelope Valley.

The NOS/IOS was reviewed by the Department's Santa Clarita Valley Station (Station). The Station's review comments are attached hereto (see correspondence from Captain Roosevelt Johnson, dated April 4, 2014).

In summary, the Department is generally supportive of the proposed Project as described in the NOS/IOS, because it is expected to enhance patrol and emergency operations. However, the Department's assessment is subject to change as more Project-related information becomes available for review and comment.

Should you have any questions regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012, and refer to Facilities Planning Bureau Project No. E14-015. You may also contact Mr. Miyoshi, via e-mail, at [Lhmiyosh@lasd.org](mailto:Lhmiyosh@lasd.org).

*A Tradition of Service Since 1850*

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Kosinski

-2-

April 28, 2014

Sincerely,

JOHN L. SCOTT, SHERIFF

A handwritten signature in black ink, appearing to read "Gary T.K. Tse", with a long horizontal flourish extending to the right.

Gary T.K. Tse, Director  
Facilities Planning Bureau

## APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY

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Mr. Kosinski

-3-

April 28, 2014

GTKT:LM:lm/jh

Attachments

- c: Roosevelt Johnson, Captain, Santa Clarita Valley (SCV) Station
- David Culver, Assistant Director, Facilities Planning Bureau (FPB)
- Robert Lewis, Operations Lieutenant, SCV Station
- Lance Jordan, Deputy, LAN Station
- Meghan Wang, Principal Facilities Project Manager, FPB
- Lester Miyoshi, Departmental Facilities Planner, FPB
- Chrono  
(EIR-Northwest SR-138 Corridor)

# APPENDIX H- COORDINATION AND AGENCY MEETING SUMMARY



## COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

GRACE ROBINSON HYDE  
Chief Engineer and General Manager

May 5, 2014

Ref File No.: 2903466

Mr. Ronald J. Kosinski *RK*  
Division of Environmental Planning  
California Department of Transportation  
District 7  
100 South Main Street – Mail Stop 16A  
Los Angeles, CA 90012

Dear Mr. Kosinski:

### Northwest State Route 138 Corridor Improvement Project

The County Sanitation Districts of Los Angeles County (Districts) received and provided comments to a Notice of Scoping for the subject project on April 21, 2014. Upon further review of potential impacts the subject project may impose, please take the following under consideration:

- The Lancaster Water Reclamation Plant (LWRP) is physically located on the northeast corner of State Route 14 and State Route 138 interchange (the east end of the subject project). Because the entryway for personnel and chemical deliveries into the LWRP is the main gate, located at 1865 West Avenue, the Districts will require truck access during construction, Monday through Sunday, 6:00 a.m.–4:30 p.m.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde

Adriana Raza  
Customer Service Specialist  
Facilities Planning Department

AR:ar

cc: J. Ganz  
D. Pierce

DOC: #2963225.D99

Recycled Paper

# APPENDIX I - SHPO Eligibility Determination Letter

**OFFICE OF HISTORIC PRESERVATION**  
**DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
 SACRAMENTO, CA 95816-7100  
 (916) 445-7000 Fax: (916) 445-7053  
 calshpo@parks.ca.gov  
 www.ohp.parks.ca.gov



February 26, 2016

Reply in Reference To: FHWA\_2015\_1230\_001

Kelly Ewing-Toledo  
 Heritage Resource Coordinator  
 Department of Transportation  
 District 7, Division of Environmental Planning  
 100 South Main Street, Suite 100  
 Los Angeles, CA 90012-3606

**Re:** Review of the Determination of Eligibility for the SR-138 Northwest Corridor Improvement Project, Los Angeles County, California

Dear Ms. Ewing-Toledo:

Thank you for your December 28, 2015 letter in which the California Department of Transportation (Caltrans) is initiating SHPO consultation on the above referenced undertaking in accordance with the January 2014 *First Amended Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*. In accordance with Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO concurrence on their determinations of eligibility. The following supporting documentation was submitted with your letter:

- Volume 1 and 2: *Historic Property Survey Report (HPSR)*

The SR-138 Northwest Corridor Improvement Project is being undertaken by the Los Angeles County Metropolitan Transportation Authority and Caltrans, District 7. The project involves improving and widening a 36.35 mile segment of SR-138 between I-5 and SR-14 in the Antelope Valley of northern Los Angeles County. The existing facility is a 2-lane highway and the proposed project would widen the road to a 6-lane freeway with additional operational and safety improvements. Identification efforts for the SR-138 Northwest Corridor Improvement Project are detailed on pages 5 through 7 of the enclosed HPSR. Efforts resulted in the identification of 30 cultural resources within the area of potential effects (APE). In accordance with Stipulation VIII.C of the PA, Caltrans evaluated the 30 cultural resources' eligibility for listing on the National Register of Historic Places (NRHP) and their evaluations are documented in Attachments J and K of Volume 2.

**Previous Determinations of Eligibility**

The following three resources within the APE have been previously determined eligible for listing on the NRHP and those determinations are still valid:

Address/Location	Community	OHP Status Code/Eligibility Status
P-19-186876-a (Antelope-	Antelope Valley	2D2 (Previously evaluated,

Magunden #2 Transmission Line)		Eligible, Criteria A and C)
Big Creek Hydroelectric System East-West Transmission Line	Quail Lake	2D2 (Previously evaluated, Eligible, Criteria A, B and C)
P-19-2105 (LA Aqueduct)	Antelope Valley	2 (Previously evaluated, Eligible, Criteria A, B and C)

### **Resources Determined Ineligible**

Caltrans evaluated and determined that 26 resources (14 built environment resources, five historic-era archaeological resources, and seven prehistoric archaeological resources) within the APE are not eligible for inclusion in the NRHP. Pursuant to Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO concurrence with the following NRHP eligibility determinations:

- The following built environment resources are not eligible for the National Register of Historic Places (NRHP):
  - 8320 West Avenue D, Antelope Acres
  - 8622 West Avenue D, Antelope Acres
  - 8656 West Avenue D, Antelope Acres
  - 18140 West Avenue D, Antelope Acres
  - 18348 West Avenue D, Antelope Acres
  - 24825 West Avenue D, Neenach
  - 49155 Tree Points Road
  - Stage Coach Warehouse – approximately 0.5 mile west of intersection of 265<sup>th</sup> Street W and SR-138 – no address listed, Neenach
  - 28091 West Avenue C6, Neenach
  - 29853 West Avenue C6, Neenach
  - General Petroleum Pumping Station – 33700 West Lancaster Boulevard, Quail Lake Area
  - Old Ridge Route segment #1
  - Old Ridge Route segment #2

Based on my review of the submitted documentation, **I concur.**

- P-19-4225, a historic-era agricultural archaeological site is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-190643/P-19-4414, a historic-era east-west trending highway corridor designated by the state as SR-138 is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004616/CA-LAN-4616/H (SR-023), a historic-era possible homestead site consisting of an historic-era refuse deposit and additional historic-era debris is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004638/CA-LAN-4638H (SR-158), a historic-era occupation site is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004626 (SR-071), a historic-era linear road feature (West Avenue C) with associated historic-era refuse deposits and various modern debris is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004625/CA-LAN-4625H (SR-070), the remains of the WWII-era Victory Field aircraft landing field used by the Polaris Flight Academy during military training operations is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**

- CA-LAN-3723 (P-19-003723), a large low density lithic scatter with sparse historic-era material is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004629/CA-LAN-4629 (SR-083), a sparse prehistoric lithic scatter is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004630/CA-LAN-4630 (SR-089), a sparse prehistoric lithic scatter is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004631/CA-LAN-4631 (SR-090), a sparse prehistoric lithic scatter is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004632/CA-LAN-4632 (SR-101), a sparse prehistoric lithic scatter with two distinct activity areas and lithic concentration is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**
- P-19-004633/CA-LAN-4633 (SR-102), a sparse prehistoric lithic scatter is ineligible for listing on the NRHP under Criteria A, B, C, and D. **I concur.**

Caltrans has evaluated and determined the following prehistoric archaeological sites are ineligible for listing on the NRHP under Criteria A, B, C, and D:

- P-19-004620/CA-LAN-4620 (SR-049), a dense prehistoric lithic scatter that contained 235 artifacts on the surface;
- P-19-004634/CA-LAN-4634 (SR-112), a sparse (14 artifacts recorded on surface) prehistoric lithic scatter.

**The SHPO cannot provide meaningful comment** on Caltrans' determination of eligibility of P-19-004620/CA-LAN-4620 (SR-049) and P-19-004634/CA-LAN-4634 (SR-112) because the archaeological field methods employed during this evaluation have completely exhausted the research potential of the surface artifacts from these sites. The evaluation discussion for both of these resources states "all of the visible artifacts on the surface have been collected. Although the surface artifacts have the potential to address several of the research themes, the research potential of the surface artifacts has been exhausted because no material remains on the surface with which to address research questions" (Mason and Blumel 2015: 47, 87). If these resources had been determined eligible for listing on the NRHP under Criterion D, the complete removal of the resources' surficial data would have been an adverse effect on the resources' ability to convey their significance. As a result, the SHPO cannot provide meaningful comment on Caltrans' determination of eligibility of P-19-004620/CA-LAN-4620 (SR-049) and P-19-004634/CA-LAN-4634 (SR-112).

### **Resources Determined Eligible**

Caltrans evaluated and determined that four resources (two build resources and two prehistoric archaeological resources) within the APE are eligible for inclusion in the NRHP. Pursuant to Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO concurrence on these NRHP eligibility determinations.

Caltrans has determined that the Bell Telephone and Telegraph Switching Station (Switching Station), located at 33700 W Lancaster Boulevard, Tejon Pass/Quail Lake Area is eligible for the NRHP under Criteria A and C at the local level of significance. Under Criterion A the Switching Station is associated with significant developments of communication in the developing regions of Southern California. Under Criterion C Features 1 through 6 on the property are excellent examples of Spanish Revival architecture. The period of significance is 1927-1934. **I concur.**

The Kinsey Mansion, located at 34860 Lancaster Road, Tejon Pass/Quail Lake Area is also eligible for the NRHP under Criterion C at the local level of significance. The Kinsey Mansion is an excellent example of Neoclassical architecture that developed in the early 20<sup>th</sup> century. The period of significance is 1946. **I concur.**

Caltrans has evaluated and determined that P-19-004621/CA-LAN-4621 (SR-051) and P-19-004640/CA-LAN-4640 (SRAS-003) are eligible for listing on the NRHP under Criteria D. **The SHPO is unable to concur** with Caltrans' determinations of eligibility because the eligibility discussion fails to demonstrate how the subsurface data answers the research questions and data requirements presented in the established research design. Furthermore, it is unclear why all surface data was collected from both sites and their ability to answer several of the research themes was not addressed in the sites' overall determination of eligibility. Please note that the National Register Bulletin (NPS) 15 How to Apply the National Register Criteria for Evaluation explains that "a totally collected surface site ... is not eligible since the physical remains capable of yielding important information no longer exist at the site" (NPS 23: 1997). That said, a clear argument is not presented that explains how the complete surface removal of these sites has not adversely affected the sites' overall significance, and how they continue to contain subsurface data capable of addressing several of the research themes.

### **Resources Assumed Eligible**

In accordance with Stipulation VIII.C.4 of the PA, Caltrans is **assuming NRHP eligibility** of the LADWP Transmission Line for the purposes of this undertaking only.

In accordance with Stipulation XII.B., Caltrans District has sought and gained approval from the DEA/CSO to phase the continued identification and evaluation for the remaining un-surveyed areas within the APE.

### **General SHPO Comments on Efforts to Identify and Evaluate Historic Properties**

Overall, it is unclear as to why the archaeological field methods (Mason and Blumel 2015) employed in the evaluation of all of the resources within the APE included the collection of all surface artifacts from the sites. An evaluation of a resource's ability or potential ability to yield significant data should of course include an analysis of both surface and subsurface deposits, but archaeological field methods should be employed to collect and excavate an adequate amount of data to evaluate a resource under Criterion D rather than completely removing all of the resource's data potential. The research design was not used to determine the data potential of the collected surface deposits and the evaluation of these resources solely focused on the subsurface deposits' data potential.

In correspondence with our office (Kelly Ewing-Toledo, personal communication, February 11, 2016) it was explained that at the time the archaeological sites were tested the ADI boundary had yet to be defined. It was not until later that defined resources, such as LAN-4621 and LAN-4640 were identified as being outside of the ADI. At this time, it remains unclear as to why the resources were tested prior to the ADI being defined. As indicated in the Caltrans *Volume 2 Standard Environmental Reference* (SER) (2014), the Extended Phase I (XPI) study is an extension of the identification phase that can be implemented to determine whether a portion of a site extends horizontally and/or vertically into the direct APE. The SER goes on to explain that a Phase II study should focus on the portions of the site that would be directly affected by the undertaking (i.e., portions within the direct APE). This will avoid unnecessary disturbances to these areas as a result of the testing effort itself. Even in cases where project limits or direct

effects have not been precisely defined; testing efforts should be weighted heavily towards the portions of the site within the direct APE.

It does not appear that the testing methods employed to identify historic properties focused on portions of the sites that would likely be within the direct APE. Instead, it appears that the complete surface collection and XPI and Phase II testing of all resources within the APE may have unnecessarily disturbed all of the sites within the APE. Upon final delineation of the ADI, it has now been concluded that resources are located outside of the ADI and therefore the complete surface collection and testing of these resources was unnecessary. Please note that Attachment 3 of the PA states that

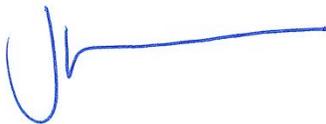
*While an APE will generally encompass an entire property, physical intrusion such as testing of archaeological sites should be focused on areas subject to reasonably foreseeable effects of the undertaking and must be guided by a project- or site-specific research design. Areas of an archaeological site that are unlikely to be affected by an undertaking should not be tested unless compelling reasons to conduct such testing are provided in the research design.*

The archaeological methods should have been developed contingent upon the effects from the undertaking. It appears that the scope of the archaeological field methods have gone well beyond the reasonable "foreseeable effects" of this undertaking.

In an effort to move forward, please provide the SHPO with an explanation as to why archaeological field methods were employed that collected all surface data from all of the resources within the APE and their ability to answer several of the research themes was not addressed in the sites' overall determination of eligibility. Please also provide an eligibility discussion of CA-LAN-4621 and CA-LAN-4640 that clearly argues how the subsurface data answers the research questions and data requirements presented in the established research design. Please include in this discussion an explanation as to how the complete surface removal of these sites has not adversely affected the sites' overall significance.

Thank you for seeking my comments and considering historic properties as part of your undertaking. Please be advised that under certain circumstances, such as post-review discoveries or a change in the undertaking description, you may have future responsibilities for this undertaking under the PA and 36 CFR Part 800. If you require further information, please contact Alicia Perez of my staff at 916-445-7020 or at [Alicia.Perez@parks.ca.gov](mailto:Alicia.Perez@parks.ca.gov) or Natalie Lindquist of my staff at 916-445-7014 or at [Natalie.Lindquist@parks.ca.gov](mailto:Natalie.Lindquist@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to be 'Julianne Polanco', with a long horizontal line extending to the right.

Julianne Polanco  
State Historic Preservation Officer