



I-710 Corridor Project

LOS ANGELES COUNTY, CALIFORNIA
District 07-LA-710 (PM 5.4/24.5)
249900 / 0700000443

Final Environmental Impact Report/ Environmental Impact Statement and Final Section 4(f) Evaluation

Volume 2

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

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.



April 2024



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Appendix A CEQA CHECKLIST

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CEQA Environmental Checklist

07-LA-710

5.4/24.5

249900

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the I-710 Corridor Project build alternatives. In many cases, background studies performed in connection with the project indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance. Supporting documentation of all California Environmental Quality Act (CEQA) checklist determinations is provided in Chapters 3 and 4 of this Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Documentation of "No Impact" determinations is provided at the beginning of Chapters 3 and 4. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapters 3 and 4.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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I. AESTHETICS: Would the project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) Substantially degrade the existing visual character or quality of the site and its surroundings?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

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

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

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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)?

d) Expose sensitive receptors to substantial pollutant concentrations?

e) Create objectionable odors affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES: 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?

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

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?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

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

V. CULTURAL RESOURCES: Would the project:

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

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

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

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

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:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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iv) Landslides?

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

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

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

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

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?

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?

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

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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?

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

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

IX. HYDROLOGY AND WATER QUALITY: Would the project:

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

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)?

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

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

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?

f) Otherwise substantially degrade water quality?

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?

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

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?

j) Inundation by seiche, tsunami, or mudflow

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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X. LAND USE AND PLANNING: Would the project:

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

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?
- 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?

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?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- 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?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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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)?

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

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

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:

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

XV. RECREATION:

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

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

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC: 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?
- 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?
- 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?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- 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?

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- 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?
- 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?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- 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?

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

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

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?

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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

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Appendix B SECTION 4(F) AND 6(F)

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Appendix B: Sections 4(f) and 6(f)



SECTIONS 4(F) and 6(F) WBS ID: 165.30

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

Submitted pursuant to 49 United States Code 303.

Prepared for:



The State of California

September 2023

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List of Acronyms and Abbreviations**A**

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
APN	Assessor's Parcel Number
ATIS	Advanced Traveler Information System
ATSAC	Automated Traffic Surveillance and Control System
ATMIS	Advanced Traffic Management Information System

B

Blvd.	Boulevard
BMPs	best management practices
BNSF	Railroad Burlington Northern Santa Fe Railroad

C

Caltrans	California Department of Transportation
CCTV	closed-circuit television
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CNG	Compressed natural gas
CORP	California Outdoor Recreation Plan

D

DOI	Department of the Interior
-----	----------------------------

E

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order

F

FHWA	Federal Highway Administration
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List of Acronyms and Abbreviations

G

GCCOG Gateway Cities Council of Governments

GIS Geographic Information Systems

H

HOT high-occupancy toll

HPSR Historic Property Survey Report

HRER Historic Resources Evaluation Report

HUD United States Department of Housing and Urban Development

Hwy. Highway

I

I-105 Interstate 105

I-10 Interstate 10

I-110 Interstate 110

I-5 Interstate 5

I-405 Interstate 405

I-710 Interstate 710

ITS Intelligent Transportation Systems

J

JPA Joint Powers Authority

K

kV kilovolt

L

L&WCF Act Land and Water Conservation Fund Act

LACFD Los Angeles County Fire Department

LACFCD Los Angeles County Flood Control District

LACDPW Los Angeles County Department of Public Works

LARIO Los Angeles – Rio Hondo

LOS level of service

LPS Locally Preferred Strategy

List of Acronyms and Abbreviations

M

Maglev	magnetic levitation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MCS	Major Corridor Study
Metro	Los Angeles County Metropolitan Transportation Authority

N

National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
N.	North
NPS	National Park Service

P

pces/ln/hr	passenger car equivalents per lane per hour
PCH	Pacific Coast Highway
Pl.	Place
PM	Post Mile
POLA	Port of Los Angeles
POLB	Port of Long Beach
PRC	Public Resources Code
project	Interstate 710 Corridor Project

R

Rd.	Road
RMC	San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
RTIP	Regional Transportation Improvement Program
RV	recreational vehicle

S

SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCH	State Clearinghouse
SCORP	Statewide California Outdoor Recreation Plan

List of Acronyms and Abbreviations

SER	Standard Environmental Reference
SHPO	State Historic Preservation Officer
SP Railroad	Southern Pacific Railroad
SR-60	State Route 60
SR-91	State Route 91
State Parks	California State Parks
Study Area	I-710 Corridor Project Study Area
T	
TCE(s)	temporary construction easement(s)
TDM	Transportation Demand Management
TSM	Transportation Systems Management
U	
UP Railroad	Union Pacific Railroad
USC	United States Code
USDA	United States Department of Agriculture
W	
WCA	Watershed Conservation Authority

EXECUTIVE SUMMARY

Introduction

Interstate 710 (I-710, also known as the Long Beach Freeway) is a major north-south interstate freeway connecting the City of Long Beach to the central part of the City of Los Angeles and beyond. The Los Angeles County Metropolitan Transportation Authority (Metro), the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG), the Southern California Association of Governments (SCAG), the Port of Los Angeles (POLA), the Port of Long Beach (POLB), and the Interstate 5 Joint Powers Authority (I-5 JPA) are collectively known as the I-710 Corridor Project Funding Partners (Funding Partners). These agencies are collectively funding the preparation of preliminary engineering and environmental documentation for the proposed I-710 Corridor Project to evaluate improvements in the I-710 Corridor from Ocean Blvd. in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. Caltrans is the lead agency for California Environmental Quality Act (CEQA) compliance, and the lead agency for National Environmental Policy Act (NEPA) compliance pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), codified at 23 United States Code (USC) 327.

The No Build Alternative and two build alternatives – Alternative 5C and Alternative 7 – are under consideration. Alternative 5C proposes increasing the number of general purpose (GP) lanes on the freeway and reconfiguring the access points to/from I-710 and its crossing freeways. Alternative 7 proposes adding two separate truck lanes in each direction adjacent to the freeway, between the City of Long Beach and City of Commerce for approximately 16 miles. This principal feature is also referred to as a “Clean-Emission Freight Corridor.” Alternative 7 also includes modifications to the I-710 alignment, maintaining the same number of GP lanes on I-710, and reconfiguring the access points to/from I-710 and its crossing freeways.

After comparing and weighing the benefits and impacts of all of the feasible alternatives and design options, the Project Development Team (PDT) identified Alternative 1 (No Build) as the Preferred Alternative following the public review and comment period for the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) that lasted from July 21, 2017, until October 23, 2017. Although both Alternative 5C and Alternative 7 would meet the Purpose and Need of the project and provide mobility benefits for travel within the I-710 Corridor, the No Build Alternative has been identified as the Preferred Alternative. The identification of the Preferred Alternative was based on the environmental technical analysis and the resultant determination of the project’s impact on the environment (including the inability to achieve

project-level air quality conformity for particulate matter), comments received from the general public and agencies during the public review period of the RDEIR/SDEIS, and input from the Metro Board of Directors. Section 2.4 of the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) outlines the reasons that the No Build Alternative was identified as the Preferred Alternative. Although Alternative 5C and Alternative 7 have been withdrawn from consideration, the analysis of the impacts related to these build alternatives has been retained for disclosure purposes within the Final EIR/EIS and this Sections 4(f) and 6(f) evaluation.

Section 4(f) Summary

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 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 a 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.

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 Section 4(f) properties described in this report were evaluated to assess the amount of land from each property, if any, that would be permanently incorporated into the

transportation facility or used for permanent or temporary easements by each of the build alternatives.

Based on the locations of the properties discussed in this report, and the boundaries and uses at those properties, the build alternatives would result in the use of Parque Dos Rios. Alternative 5C would result in the permanent incorporation of 2.13 acres of land from Parque Dos Rios into the transportation facility, and the temporary occupancy of 0.23 acre of land for a temporary construction easement (TCE). For Alternative 5C, the area used for the TCE would be returned to a condition at least as good as that which existed prior to the build alternative.

Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. However, the remnant parcel outside the alternative footprint would have limited functionality/accessibility. Therefore, Alternative 7 would result in the permanent use of the entire 8.5-acre park. Therefore, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.

There are no feasible and prudent build alternatives that would avoid the use of Parque Dos Rios. For any build alternative, measures would be implemented to minimize harm to this property. However, after implementation of mitigation measures, the build alternatives would adversely affect the activities, features, and attributes of the 4(f) resource. For any build alternative, the proposed action associated with the build alternatives would include all possible planning to minimize harm to Parque Dos Rios. Alternative 5C, would result in the permanent incorporation of 2.13 acres of land from Parque Dos Rios into the transportation facility, while Alternative 7 would result in the permanent use of the entire 8.5-acre park. Therefore, Alternative 5C would cause the least overall harm on Parque Dos Rios of the build alternatives.

The build alternatives would result in a *de minimis* impact to three parks/recreational areas, Cesar E. Chavez Park and Drake/Chavez Greenbelt, the Los Angeles River and Rio Hondo Trails, and the Dominguez Gap and DeForest Treatment Wetlands; and five historic sites, the Union Pacific Railroad (Primary No. 19-186110/30-176630), Boulder Dam-Los Angeles Transmission Lines, Dale's Donuts, Drake Park National Register-Eligible Historic District, and Los Angeles River Flood Control Channel.

The properties meeting the criteria for protection under Section 4(f) were also evaluated to determine whether the build alternatives would result in the constructive use of those properties. The detailed analyses documented in the project technical reports did not identify any proximity impacts resulting from the build alternatives that would be so severe that the activities, features, or attributes that potentially qualify those properties for

protection under Section 4(f) would be substantially impaired. The proximity impacts of the build alternatives in the vicinity of properties that potentially qualify for protection under Section 4(f) would not meaningfully reduce or remove the values of those resources in terms of their Section 4(f) significance. Therefore, the build alternatives were determined not to result in constructive use of any properties potentially protected under Section 4(f).

Table 1 summarizes the net harm at each Section 4(f) property under Alternative 5C and Alternative 7.

Section 6(f) Summary

State and local governments can obtain grants through the Land and Water Conservation Fund (L&WCF) Act to acquire land for or make improvements to public parks and recreation areas. Section 6(f) of the L&WCF Act prohibits the conversion of property acquired or developed with these grants to a nonrecreation or nonparkland purpose without the approval of the United States Department of Interior (DOI) National Park Service (NPS). Section 6(f) directs the DOI to ensure that replacement lands of equal value, location, and usefulness are provided as conditions to the conversion of lands acquired or developed with L&WCF Act funds to nonparkland uses. Consequently, where conversions of Section 6(f) lands are proposed for highway projects, replacement of the affected land is required.

In 2012, the City of Long Beach confirmed to the I-710 Corridor Project team that funding for the development of improvements at Cesar E. Chavez Park included \$241,300 in L&WCF Act funds. The L&WCF Act funds were used to develop the Teen and Senior Center building and landscaping in that portion of the park. However, the City of Long Beach and Caltrans were unable to locate or obtain documentation from local records or the California Department of Parks and Recreation that verifies whether the Section 6(f) boundary is applicable to the entire park or specifically to the portion of the park that was improved using L&WCF Act funds. Therefore, it is assumed that the entire park is considered a Section 6(f) property.

The Teen and Senior Center and the area immediately around the Teen and Senior Center would not be affected by the build alternatives. In addition, the build alternatives would result in an increase in available park area when compared with the existing park area that would be converted into a transportation facility. The build alternatives and proposed replacement park area meet the prerequisites for conversion approval per 36 Code of Federal Regulations (CFR) 59.3.

Table 1: Evaluation of Net Harm to Section 4(f) Properties after Mitigation

Use Determination by Alternative	Net Harm after Mitigation
Parque Dos Rios	
<p>Permanent Incorporation of Land from Parque Dos Rios</p> <p>Alternative 5C: Permanent incorporation of 2.13 acres of land into the transportation facility.</p> <p>Alternative 7: Permanent incorporation of 3.21 acres of land into the transportation facility.</p>	<p>Alternative 5C would result in the permanent incorporation of 2.13 acres of land from Parque Dos Rios into the transportation facility. Because Alternative 5C would permanently reduce the size of the park, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.</p> <p>Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. However, the remnant parcel outside the alternative footprint would have limited functionality and accessibility. Therefore, Alternative 7 would result in the permanent use of the entire 8.5-acre park. Because Alternative 7 would require closure of the entire 8.5-acre park, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.</p> <p>There are no feasible and prudent build alternatives that would avoid the use of Parque Dos Rios. For any build alternative, measures would be implemented to minimize harm to this property. However, after implementation of mitigation measures, the build alternatives would adversely affect the activities, features, and attributes of the 4(f) resource. For any build alternative, the proposed action associated with the build alternatives would include all possible planning to minimize harm to Parque Dos Rios.</p>
<p>Temporary Occupancies of Parque Dos Rios</p> <p>Alternative 5C: Temporary construction easement (TCE) on 0.23 acre.</p> <p>Alternative 7: None.</p>	<p>Alternative 5C would require 0.23 acre on the west side of Parque Dos Rios for a TCE during construction. Because Alternative 7 would result in the permanent use of the entire park, there would be no temporary occupancy of the park under this alternative.</p> <p>Under Alternative 5C, the construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or</p>

Use Determination by Alternative	Net Harm after Mitigation
	<p>attributes of that portion of the park on a permanent basis; however, there may be some interference with the protected activities, features, or attributes on a temporary basis during construction. The area used for the TCE would be returned to a condition at least as good as that which existed prior to the project.</p> <p>There are no feasible and prudent build alternatives that would avoid the use of Parque Dos Rios. For any build alternative, measures would be implemented to minimize harm to this property. However, after implementation of mitigation measures, the build alternatives would adversely affect the activities, features, and attributes of the 4(f) resource. For any build alternative, the proposed action would include all possible planning to minimize harm to Parque Dos Rios.</p>
Cesar E. Chavez Park and Drake/Chavez Greenbelt	
<p>Permanent Incorporation of Land from Cesar E. Chavez Park and Drake/Chavez Greenbelt</p> <p>Alternative 5C and Alternative 7: Permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park into the transportation facility, and removal and replacement of basketball courts.</p> <p>Alternative 5C and Alternative 7: Permanent incorporation of 2.22 acres of the Drake/Chavez Greenbelt into the transportation facility.</p>	<p>Alternative 5C and Alternative 7 would result in the permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park into the transportation facility. However, under the build alternatives, existing Shoreline Dr. would be consolidated into one corridor and shifted to the west side of this park. The existing road for NB Shoreline Dr. would be removed, and that land would be integrated into the park, which would result in a net increase of 2.99 acres in available park area. Therefore, implementation of the build alternatives would result in a larger, more functional park with a total of 28.38 acres of park area. Because the build alternatives would result in net increase of park area, the use of the property would not adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>Under Alternative 5C and Alternative 7, the removal of the basketball courts west of Cesar E. Chavez Elementary School would be required. However, For any build alternative, the basketball courts would be replaced following construction to ensure that the activities, functions, and features of the park would not be adversely affected.</p> <p>Alternative 5C and Alternative 7 would require</p>

Use Determination by Alternative	Net Harm after Mitigation
	<p>permanent incorporation of a portion (approximately 2.22 acres) of the planned linkage between Drake Park and Cesar E. Chavez Park. While this portion of the Drake/Chavez Greenbelt would be incorporated into the build alternatives, the majority of land in the Draft Master Plan is outside of the limits of the build alternatives (approximately 46.23 acres would remain after implementation, for any build alternative). Furthermore, the proposed structures of the build alternatives on the property are aerial structures that would not affect the continuity of the planned linkage between Drake Park and Cesar E. Chavez Park. Therefore, the use of a portion of the property would not adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>For any build alternative, measures would be implemented to minimize harm to this property. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the build alternatives would result in a <i>de minimis</i> impact to this property.</p>
<p>Temporary Occupancies of Cesar E. Chavez Park and Drake/Chavez Greenbelt</p> <p>Alternative 5C and Alternative 7: Temporary construction easement (TCE) on 21.9 acres (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated), which includes 0.41 acre of land for a detour road in the park during construction of realigned Broadway.</p> <p>Alternative 5C and Alternative 7: TCE of approximately 2.81 acres on the Drake/Chavez Greenbelt just south of Anaheim Street and at the Shoemaker Bridge.</p> <p>Alternative 5C and Alternative 7: Temporary closures of portions of the park during construction to protect the safety of park visitors and project construction workers.</p>	<p>During construction of Alternative 5C and Alternative 7, approximately 21.9 acres of Cesar E. Chavez Park would be required for a TCE (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated). For any build alternative, the TCE area would include a detour road of 0.41 acre, which would be graded and paved to allow temporary access during construction of realigned Broadway. A TCE of approximately 2.81 acres on the Drake/Chavez Greenbelt would also be required during construction of Alternative 5C and Alternative 7 just south of Anaheim Street and at the Shoemaker Bridge. For any build alternative, restoration of the areas used for the TCE would be conducted in consultation with the City of Long Beach to ensure that the condition of that area is as good as or better than before it was used for the TCE. Therefore, the</p>

Use Determination by Alternative	Net Harm after Mitigation
	<p>temporary occupancy would not be expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>For any build alternative, portions of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and construction workers. The closed areas would not be used for any construction activities. These closed areas would be returned to public use in the same condition as when the areas were closed off to public access, and/or would incorporate enhancements to the original design. Therefore, the temporary occupancy would not be expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>For any build alternative, measures would be implemented to minimize harm to this property. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the build alternatives would result in a <i>de minimis</i> impact to this property.</p> <p>Furthermore, impacts to Cesar E. Chavez Park were analyzed in the Final Environmental Impact Report/Environmental Assessment for the Shoemaker Bridge Replacement Project (California Department of Transportation and City of Long Beach, 2020). The Shoemaker Bridge Replacement Project is a separate, but related project to the I-710 Corridor Project and is considered an “Early Action” project. “Early Action” projects are projects that demonstrate independent utility and can proceed on a separate project approval and development path in advance of the overall I-710 Corridor Project as needed. Caltrans has determined that the Shoemaker Bridge Replacement Project would result in a <i>de minimis</i> impact to this property.</p>
Los Angeles River and Rio Hondo Trails	
Temporary Occupancies of the Los Angeles	Alternative 5C and Alternative 7 would require

Use Determination by Alternative	Net Harm after Mitigation
<p>River and Rio Hondo Trails</p> <p>Alternative 5C and Alternative 7: Short-term, temporary closures of the trails during construction.</p>	<p>short-term, temporary closures of trail crossings at I-710 and local streets during construction. These closures would be temporary and may range from a few days to several months in duration, depending on the construction activities at a given trail crossing. For any build alternative, alternative/detour routes for the trails would be provided whenever a closure would be needed.</p> <p>For any build alternative, the segments of the Los Angeles River and the Rio Hondo Trails at the affected crossings of I-710 and the local streets would be returned to their original conditions at the completion of construction of the build alternatives and/or would incorporate enhancements to the original design and would be reopened for public use. Because impacts under the build alternatives on the trails would be temporary and detours would be provided, the uses of the properties are not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>For any build alternative, measures would be implemented to minimize harm to the trails. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the build alternatives would result in a <i>de minimis</i> impact to this property.</p>

Use Determination by Alternative	Net Harm after Mitigation
Dominguez Gap and DeForest Treatment Wetlands	
<p>Permanent Incorporation of Land from the Dominguez Gap and DeForest Treatment Wetlands</p> <p>Alternative 5C: None.</p> <p>Alternative 7: Permanent incorporation of 5.4 acres of the Dominguez Gap West Basin into the transportation facility.</p>	<p>Alternative 7 would require the removal of the entire Dominguez Gap West Basin (13.3 acres). However, only 5.4 acres along the western edge of the existing basin would be permanently incorporated into the transportation facility, and the remaining 7.9 acres would be restored as a basin following construction. An additional 1.64 acres outside of the existing basin would also be added to the restored basin area, for a total basin area of 9.54 acres. Therefore, Alternative 7 would result in an overall net loss of 3.76 acres from the existing basin area. While the basin would be reduced in size from 13.3 acres to 9.54 acres, the new basin would serve a similar function as the existing basin, and recreational activities would still be available on the property.</p> <p>For any build alternative, measures would be implemented to minimize harm to this property. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the build alternatives would result in a <i>de minimis</i> impact to this property.</p>
<p>Permanent Easements at the Dominguez Gap and DeForest Treatment Wetlands</p> <p>Alternative 5C and Alternative 7: Expanded aerial easement by 0.44 acre over DeForest Market Street Basin.</p>	<p>An aerial easement does not constitute a use under Section 4(f) since there is no physical incorporation of land into the build alternatives, and the following text is included for information purposes and to address potential constructive use. Alternative 5C and Alternative 7 would require the construction of a wider bridge over the DeForest Market Street Basin, requiring an expanded aerial easement that is 0.44-acre wider than the existing easement. The wider aerial easement would not interfere with any of the activities, features, or attributes of any recreational activities beneath the bridge, and would not result in any proximity impacts that would substantially impair the resource. Therefore, the wider aerial easement would not constitute a use under Section 4(f).</p>
<p>Temporary Occupancies of the Dominguez</p>	<p>Alternative 5C and Alternative 7 would require 0.71</p>

Use Determination by Alternative	Net Harm after Mitigation
<p>Gap and DeForest Treatment Wetlands</p> <p>Alternative 5C and Alternative 7: TCE on 0.71 acre of the DeForest Market Street Basin.</p> <p>Alternative 7: Temporary removal of 9.54 acres of the Dominguez Gap West Basin.</p>	<p>acre of the DeForest Market Street Basin for a TCE during construction. For any build alternative, measures would be implemented to minimize harm to this property. With implementation of mitigation measures, Alternative 5C and Alternative 7 would not adversely affect the activities, features, and attributes of the TCE area. Therefore, Caltrans has determined that the build alternatives would result in a <i>de minimis</i> impact to the portion of the property to be used for a TCE.</p> <p>Alternative 7 would require the temporary removal of 7.9 acres of the Dominguez Gap West Basin, which would be restored following construction. For any build alternative, measures would be implemented to minimize harm to this property. With implementation of mitigation measures, Alternative 7 would not adversely affect the activities, features, and attributes of the temporary removal area. Therefore, Caltrans has determined that the build alternative would result in a <i>de minimis</i> impact to the portion of the property that would be temporarily removed during construction.</p>
<p align="center">Union Pacific Railroad (Primary No. 19-186110/30-176630)</p>	
<p>Permanent Incorporation of Land from the Union Pacific Railroad (Primary No. 19-186110/30-176630)</p> <p>Alternative 5C and Alternative 7: Minor realignment of a portion of one segment of the rail lines (Primary No. 19-186110/P-30-176630).</p>	<p>Alternative 5C and Alternative 7 would require the minor realignment of one segment of the Union Pacific Railroad (a portion of Primary No. 19-186110/P-30-176630, south of Patata Street in the City of South Gate) to accommodate lane additions and the modified freeway realignment. This affected portion of the Union Pacific Railroad would be a non-contributing segment that has been altered and does not contribute to the significance of the Union Pacific Railroad. Further, the minor realignment would not impact the overall significance of the Union Pacific Railroad. Therefore, this segment of the rail lines would continue to be eligible for the National Register of Historic Places (National Register).</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence on the Finding of No Adverse Effect from the State Historic Preservation Officer (SHPO) was received on</p>

Use Determination by Alternative	Net Harm after Mitigation
	<p>September 20, 2012 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a <i>de minimis</i> impact determination for the build alternatives effects related to the permanent acquisition of land from the Union Pacific Railroad (Primary No. 19-186110/30-176630).</p>
Boulder Dam-Los Angeles Transmission Lines	
<p>Permanent Incorporation of Land from the Boulder Dam-Los Angeles Transmission Lines</p> <p>Alternative 5C: None.</p> <p>Alternative 7: Permanent changes at the transmission lines and towers on each side of I-710.</p>	<p>Alternative 5C would not result in a use of the Boulder Dam-Los Angeles Transmission Lines. However, under Alternative 7, permanent changes at the transmission lines would be required. The transmission lines would need to be raised 55 feet to provide the required 30-foot vertical clearance between the highest freeway component (the freight corridor) and the transmission lines. These changes would require modifying one tower on each side of I-710 or replacing the towers with new towers that would be a sufficient height to provide the required clearance between the freeway facility and the transmission lines.</p> <p>The modified or new towers would be entirely within existing City of Los Angeles right-of-way and the design and implementation of the modified or new towers would be conducted entirely by the Los Angeles Department of Water and Power (LADWP). The modifications to the existing towers, or construction of new towers, would not result in any change in the number of transmission lines. The proposed modifications would be similar to other structural modifications and replacements previously made along these lines to allow for safe operation of the transmission lines. Therefore, the proposed changes to the transmission lines and towers under Alternative 7 would not substantively affect the resource and would not reduce the integrity of the historic property to a degree where the property would no longer be eligible for the National Register.</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on September 20, 2012 (see</p>

Use Determination by Alternative	Net Harm after Mitigation
	Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a <i>de minimis</i> impact determination for the build alternative effects related to the permanent effects on the Boulder Dam-Los Angeles Transmission lines.
Dale's Donuts	
<p>Permanent Incorporation of Land from Dale's Donuts</p> <p>Alternative 5C and Alternative 7: Permanent incorporation of 0.01 acre of land into the transportation facility.</p>	<p>Alternative 5C and Alternative 7 would result in the permanent incorporation of 0.01 acre of land from the property occupied by Dale's Donuts into the transportation facility. The 0.01 acre of land would be required to provide additional intersection turn lanes. The land needed for the build alternatives would include a curb and some parking but would not affect the structure, which is the feature of this property that qualifies it for the National Register.</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on September 20, 2012 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a <i>de minimis</i> impact determination for the build alternative effects related to the permanent acquisition of land from Dale's Donuts.</p>
Drake Park National Register-Eligible Historic District	
<p>Permanent Incorporation of Land from the Drake Park National Register-Eligible Historic District</p> <p>Alternatives 5C and 7: In-kind replacement of a segment of curb and sidewalk, and restriping of vehicular lanes.</p>	<p>Under the build alternatives, Seventh St. between Maine and Daisy Aves, would be modified from a one-way to a two-way street utilizing the existing right-of-way. This would require restriping of the roadway, and possibly the replacement of the concrete curb and sidewalk on the north side of the street, within the district boundaries. For any build alternative, if replacement were needed, it would be in-kind to match the existing scored concrete sidewalk pattern. The in-kind replacement of a segment of curb and sidewalk and restriping of vehicular lanes would not diminish the district's integrity.</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106</p>

Use Determination by Alternative	Net Harm after Mitigation
	<p>of the NHPA, and written concurrence from SHPO was received on December 20, 2018 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a <i>de minimis</i> impact determination for the build alternative effects related to the permanent acquisition of land from the Drake Park National Register-Eligible Historic District.</p>
<p>Temporary Occupancy of Drake Park National Register-Eligible Historic District</p> <p>Alternatives 5C and 7: Temporary vehicular detour.</p>	<p>Alternative 5C and Alternative 7 would require a temporary vehicular detour along Daisy Ave. between 7th and 9th Streets within the Drake Park National Register-Eligible Historic District. The temporary vehicular detour would affect the district by altering traffic patterns within the district; however, this temporary condition would not diminish the integrity of the entire district's significant historic features.</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on December 20, 2018 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a <i>de minimis</i> impact determination for the build alternative effects related to the permanent acquisition of land from the Drake Park National Register-Eligible Historic District.</p>
<p>Los Angeles River Flood Control Channel</p>	
<p>Permanent Incorporation of Land from the Los Angeles River Flood Control Channel</p> <p>Alternatives 5C and 7: Modifications to existing levees, bridges, and bents/pier walls, and new bents/pier walls.</p>	<p>The levee modifications under the build alternatives would alter the reinforced concrete channel in the sense that extant portions of reinforced concrete, presumably original, would be replaced in-kind with new reinforced concrete to match. However, the area of change would be minimal in comparison to the 15-mile subject segment and the 51-mile Los Angeles River Flood Control Channel as a whole, and would not diminish the integrity of materials. The widened, replaced, and new bridges, and the associated extended, replaced, or new bridge bents/pier walls, would introduce new visual elements to the immediate setting of the Los Angeles River Flood Control Channel. However, these new visual elements of the build alternatives</p>

Use Determination by Alternative	Net Harm after Mitigation
	<p>would not diminish the integrity of setting for the segment or the district as a whole.</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on December 20, 2018 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a <i>de minimis</i> impact determination for the build alternative effects related to the permanent acquisition of land from the Los Angeles River Flood Control Channel.</p>

Source: GPA Consulting (2017).

Notes: TCEs = temporary construction easements

1.0 INTRODUCTION

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 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 a 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 United States Department of the Interior (DOI) and, as appropriate, the involved offices of 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.

Interstate 710 (I-710, also known as the Long Beach Freeway) is a major north-south interstate freeway connecting the City of Long Beach to the central part of the City of Los Angeles and beyond. Within the I-710 Corridor Project Study Area (Study Area), I-710 is a significant goods movement artery for the region, serving as the principal transportation connection for goods movement between the Ports of Los Angeles (POLA) and Long Beach (POLB), located at the southern terminus of the freeway; and the Burlington Northern Santa Fe (BNSF)/Union Pacific (UP) Railroad international rail yards in the cities of Commerce and Vernon, as well as intermodal warehouses along I-710. Figure 1-1 and Figure 1-2 show the regional location and the project location, respectively.

The I-710 Major Corridor Study (MCS) (March 2005) was undertaken to address the mobility and safety needs in the I-710 Corridor and to explore possible solutions for transportation improvements. The MCS identified a community-based Locally Preferred Strategy (LPS) for improving the project segment of I-710, consisting of 10 general-purpose lanes next to four separated freight movement lanes.

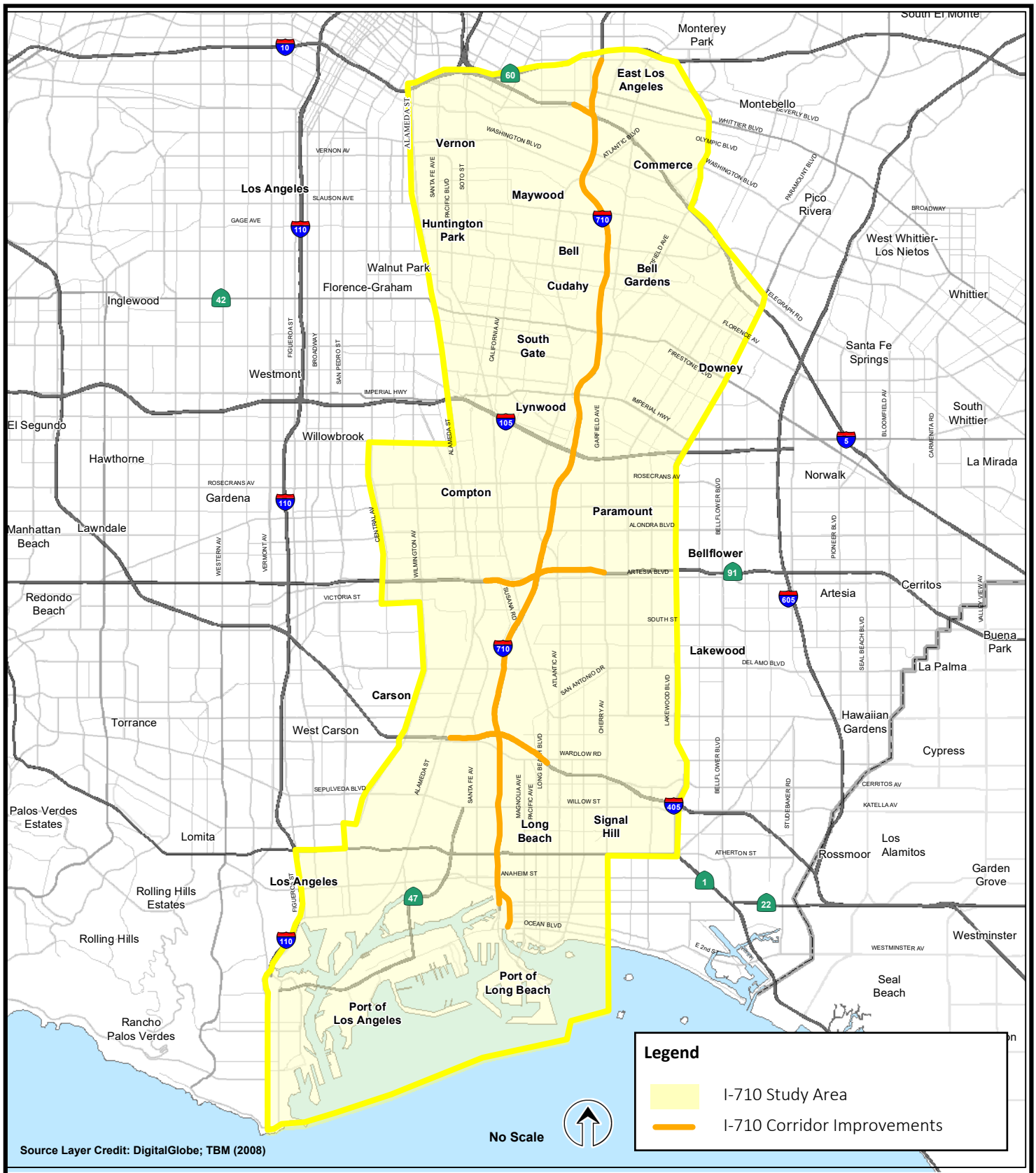


FIGURE 1-2. PROJECT LOCATION
I-710 Corridor Project

The Los Angeles County Metropolitan Transportation Authority (Metro), the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG), the Southern California Association of Governments (SCAG), POLA, POLB, and the Interstate 5 Joint Powers Authority (I-5 JPA) are collectively known as the I-710 Corridor Project Funding Partners (Funding Partners). The Funding Partners are collectively funding the preparation of preliminary engineering and environmental documentation for the proposed I-710 Corridor Project to evaluate improvements in the I-710 Corridor from Ocean Blvd. in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. The Funding Partners are conducting this engineering and environmental study effort within the same broad, continuous community participation framework that was used for the MCS.

1.1 Requirements of Section 4(f)

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration (FHWA) and Caltrans. Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 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 a 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 United States Department of the Interior (DOI) and, as appropriate, the involved offices of 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.

A use of land from a Section 4(f) property is determined by the Federal Highway Administration (FHWA) to occur: (1) "... when land is permanently incorporated into a transportation facility ...," (2) "... when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purposes ...," or (3) "... when there is a constructive use of a Section 4(f) property as determined by the criteria in 23 Code of Federal Regulations (CFR) 774.15..." (23 CFR 774.17).

Land will be considered permanently incorporated into a transportation facility when it has been purchased as right-of-way or sufficient property interests have been otherwise acquired for the purpose of project implementation. In addition to land acquired for incorporation within the permanent public right-of-way for a highway project, permanent easements may also be required. These can include permanent subsurface easements for structural components of the highway facility, such as tiebacks; or permanent surface easements, such as in areas of non-highway properties where remedial grading is necessary to protect the highway facilities from slope failures or landslides.

A temporary occupancy is when land is temporarily used by a project, such as for temporary construction easements (TCEs) or staging areas. A temporary occupancy would not constitute a use if the following five conditions set forth in 23 CFR 774.13(d) can be satisfied:

- The duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- The scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
- The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
- There must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.

A constructive use occurs in those situations where, with mitigation, the proximity impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs when the activities, features, or attributes of the Section 4(f) property are substantially diminished, which means that the value of the

resource in terms of its Section 4(f) significance will be meaningfully reduced or lost (23 CFR 771.15).

1.2 Requirements of Section 6(f)

State and local governments can obtain grants through the Land and Water Conservation Fund (L&WCF) Act to acquire land for or make improvements to public parks and recreation areas. Section 6(f) of the L&WCF Act prohibits the conversion of property acquired or developed with these grants to a nonrecreation or nonparkland purpose without the approval of the DOI National Park Service (NPS). Section 6(f) directs the DOI to ensure that replacement lands of equal value, location, and usefulness are provided as conditions to the conversion of lands acquired or developed with L&WCF Act funds to nonparkland uses. Consequently, where conversions of Section 6(f) lands are proposed for highway projects, replacement of the affected land is required. If L&WCF Act funds were used for the acquisition of land for or development of improvements at public recreation or park lands, the following prerequisites per 36 CFR Part 59.3 must be met prior to the conversion of any land from that resource for a nonrecreation or park use:

- All practical alternatives to the proposed conversion must be evaluated.
- The fair market value of the property to be converted must be established.
- The replacement property must be of at least equal value to the land converted for nonrecreation and park land uses.
- The replacement property must be of reasonably equivalent usefulness and location to that being converted.
- The property that is being proposed for substitution must meet the eligibility requirements for L&WCF Act-assisted acquisition.
- In the case of assisted sites that are partially rather than wholly converted, the impact of the converted part on the remainder shall be considered. If such a conversion is approved, the unconverted area must remain recreationally viable or be replaced.
- The National Park Service Regional Office is assured that all environmental review requirements related to the project have been met.

2.0 DESCRIPTION OF THE PROJECT AND ALTERNATIVES

2.1 Introduction

The environmental impacts of the I-710 Corridor Project are assessed and disclosed in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) in the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS). Caltrans is the lead agency for CEQA compliance, and the lead agency for NEPA compliance pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), codified at 23 USC 327.

2.2 Existing Setting

I-710 is a major north/south interstate freeway connecting the City of Long Beach to central Los Angeles. As shown on Figure 2-1, the Study Area includes the incorporated cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, and the unincorporated community of East Los Angeles. The Study Area includes areas that could be affected by direct or indirect effects resulting from the build alternatives (Alternative 5C and Alternative 7).

Within the Study Area, the freeway serves as the principal transportation connection for goods movement between multiple facilities. These facilities include the Port of Los Angeles (POLA) and Port of Long Beach (POLB) shipping terminals, the four crossing freeways serving destinations beyond the Study Area, local warehousing along I-710, and intermodal rail yards located in the cities of Commerce and Vernon.

The Study Area includes the portion of I-710 from Ocean Blvd. in the City of Long Beach to SR-60 in East Los Angeles, a distance of approximately 19 miles. At the crossing freeways, the Study Area extends up to 1.5 miles east and west of I-710 on Interstate 405 (I-405), State Route 91 (SR-91), Interstate 105 (I-105), and Interstate 5 (I-5). The Study Area traverses portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, and portions of unincorporated Los Angeles County, all within Los Angeles County, California.

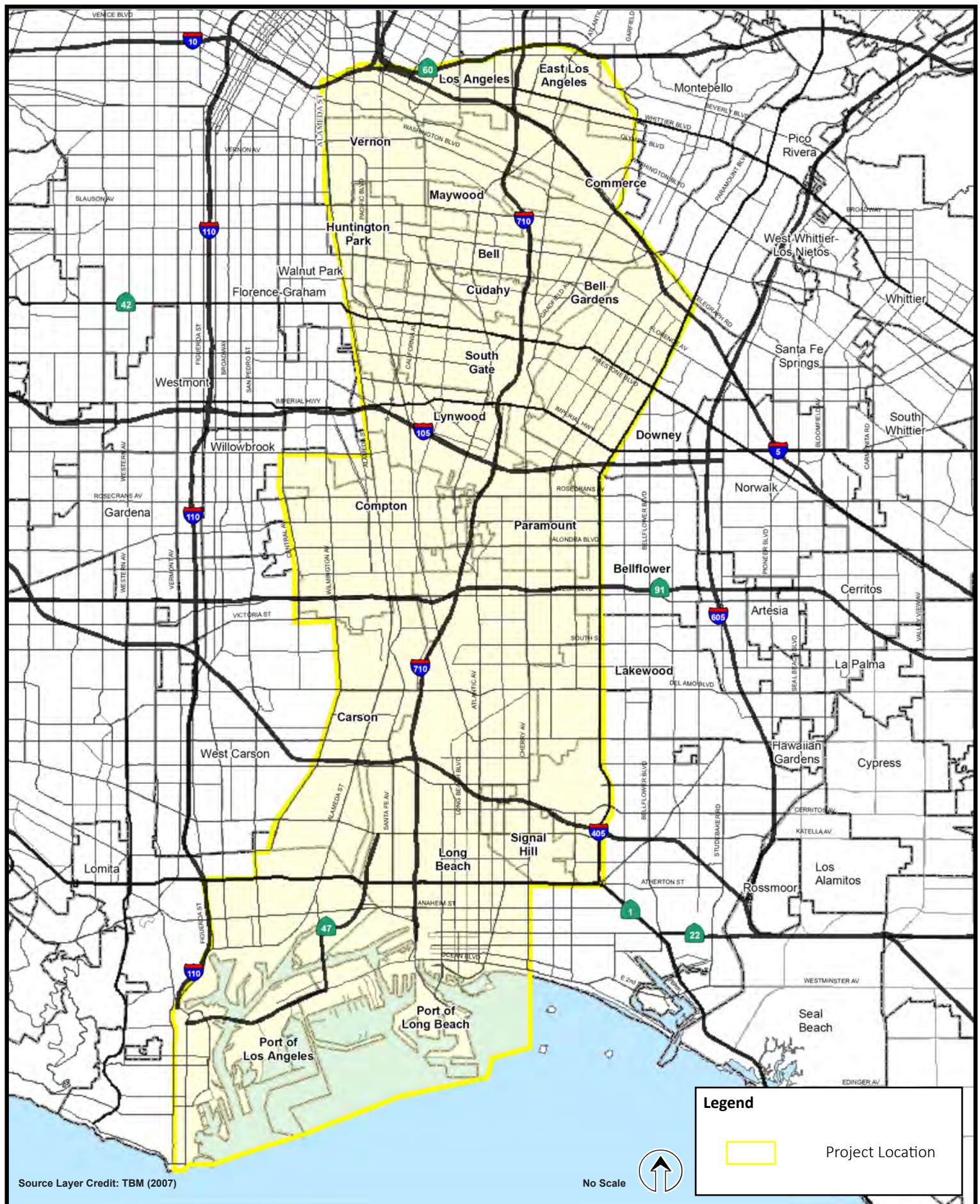


FIGURE 2-1. PROJECT STUDY AREA
I-710 Corridor Project

2.3 Purpose and Need

A detailed purpose and need may be reviewed in Chapter 1.0 of the I-710 Corridor Project Final EIR/EIS. The purpose of the I-710 Corridor Project is to achieve the following within the I-710 Corridor:

- Improve air quality and public health.
- Improve traffic safety.
- Provide a modern design for the I-710 mainline.
- Address projected traffic volumes for the 2035 horizon year.
- Address projected growth in population, employment, and activities related to goods movement (based on SCAG population projections and projected container volume increases at the two ports).

The I-710 Corridor Project is needed because:

- I-710 experiences high heavy-duty truck volumes, resulting in high concentrations of diesel particulate emissions within the I-710 Corridor.
- I-710 experiences accident rates, especially truck-related, that are well above the statewide average for freeways of this type.
- At many locations along I-710, the entrance and exit ramps do not meet current design standards and weaving sections within and between interchanges are of insufficient length. These deficiencies correlate with accidents and congestion.
- High volumes of both trucks and cars have led to severe traffic congestion throughout most of the day (6:00 a.m. to 7:00 p.m.) on I-710, as well as on the connecting freeways. This is projected to worsen over the next 20 years.
- Increases in population, employment, and goods movement between now and 2035 will lead to more traffic demand on I-710 and on the streets and roadways within the I-710 Corridor as a whole.

2.4 Project Description

This section describes the three alternatives (No Build Alternative, Alternative 5C, and Alternative 7) that were analyzed in this Final EIR/EIS. The build alternatives were developed by a multidisciplinary technical team to achieve the I-710 Corridor Project purpose, and were subsequently reviewed and concurred upon by the various advisory committees involved in the I-710 Corridor Project community participation framework. A detailed project description may also be reviewed in Chapter 1.0, “Proposed Project,” and Chapter 2.0, “Project Alternatives” of the I-710 Corridor Project Final EIR/EIS.

A Draft EIR/EIS was prepared for the project in 2012. During the scoping process for the 2012 Draft EIR/EIS, Alternative 2 (Transportation Systems Management /Transportation Demand Management), Alternative 3 (Maximum Goods Movement by Rail and Advanced Technology), Alternative 4 (Arterial Highway and I-710 Congestion Relief Improvements), and Alternative 5B (Widen to 8 GP Lanes plus 2 HOV Lanes) were considered but withdrawn from further environmental study as stand-alone alternatives. However, elements of these alternatives were included in Build Alternative 5C (Widen to 10 GP Lanes), Alternative 6A (Widen to 10 GP Lanes plus 4 lane Freight Corridor), Alternative 6B (Widen to 10 GP Lanes plus 4 lane Zero Emission Freight Corridor), and Alternative 6C (Widen to 10 GP Lanes plus 4 lane Zero Emission Freight Corridor with tolling) that were analyzed in the Draft EIR/EIS.

Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives have been developed and are analyzed in the revised technical studies. These alternatives are described below.

2.4.1 Preferred Alternative

Although both Alternative 5C and Alternative 7 would meet the Purpose and Need of the project and provide mobility benefits for travel within the I-710 Corridor, Caltrans as lead agency under CEQA and NEPA (as assigned by the FHWA), in cooperation with Metro, has identified Alternative 1 (No Build) as the Preferred Alternative. The identification of the Preferred Alternative was based on the environmental technical analysis and the resultant determination of the project's impact on the environment (including the inability to achieve project-level air quality conformity for particulate matter), comments received from the general public and agencies during the public review period of the RDEIR/SDEIS, and input from the Metro Board of Directors. Section 2.4 of the Final EIR/EIS outlines the reasons that the No Build Alternative was identified as the Preferred Alternative. Although Alternative 5C and Alternative 7 have been withdrawn from consideration, the analysis of the impacts related to these build alternatives has been retained for disclosure purposes within the Final EIR/EIS and this Sections 4(f) and 6(f) evaluation. The No Build Alternative is discussed in more detail in Section 2.4.2 below.

2.4.2 Alternative 1: No Build Alternative

The existing I-710 mainline generally consists of eight general purpose (GP) lanes north of I-405, and six GP lanes south of I-405. Alternative 1 does not include any improvements in the I-710 Corridor other than those projects that are already planned and committed to be constructed by or before the 2035 planning horizon year. The projects included in this alternative are based on SCAG's 2008 Regional Transportation Improvement Program

(RTIP) project list, including freeway, arterial, and transit improvements in the SCAG region. This alternative also assumes that goods movement to and from the ports would maximize the use of existing and planned railroad capacity in the I-710 Corridor. Alternative 1 provides the basis for comparison of 2035 no build conditions with the 2035 build alternatives.

2.4.3 Alternative 5C: Modernize the I-710 Freeway

Alternative 5C proposes increasing the number of GP lanes on the freeway and reconfiguring the access points to/from I-710 and its crossing freeways. This alternative would:

- Shift the freeway centerline at several locations to minimize right-of-way impacts.
- Add up to one GP through lane in each direction between Anaheim Street and Olympic Blvd. to address capacity deficient segments on the freeway.
- Add two truck bypass lanes in each direction around the I-405 freeway-to-freeway interchange to address safety and operational deficiencies.
- Add a lane buffer in each direction between Pacific Coast Hwy. and Shoreline Dr. to address safety and operational deficiencies.
- Modify freeway-to-freeway interchanges at I-405, SR-91, I-105, and I-5 to address safety, operational, and capacity deficiencies. Modifications would vary by location and may entail realignment of freeway connectors, adding and/or extending auxiliary lanes to connectors, and modification to the crossing freeways.
- At the I-405 interchange, realign and replace eight of the existing eight freeway-to-freeway connectors. Modifications would include the removal of the local interchange at Wardlow Rd. on I-710, the removal of the local interchange at Pacific Pl. on I-405, and modification of the local interchange on I-405 at Santa Fe Ave.
- At the SR-91 interchange, realign and replace one of the existing eight freeway-to-freeway connectors and modify ramp connection points on I-710. These modifications would necessitate modification to the local interchange at Artesia Blvd. on I-710, the local interchange at Santa Fe Ave. on SR-91, the local interchange at Long Beach Blvd. on SR-91, and the local interchange at Atlantic Ave. on SR-91.
- At the I-105 interchange, relocate ramp connection points on I-710.
- At the I-5 interchange, add new collector-distributor roads that service local interchanges at Washington Blvd. and Bandini Blvd., and relocate ramp connection points on I-710.

2.0 Description of the Project and Alternatives

- Modify local interchanges on I-710 to address safety, operational, and capacity deficiencies. Modification would vary by location and may entail realignment of entrance and exit ramps, adding or extending auxiliary lanes to ramps, realignment of the local street crossings, and modification to adjacent intersecting local streets. Local interchange locations would include:
 - Shoreline Dr.
 - Anaheim St.
 - Pacific Coast Hwy. (PCH) / State Route 1
 - Willow St.
 - Del Amo Blvd.
 - Long Beach Blvd.
 - Alondra Blvd.
 - Rosecrans Ave.
 - MLK Jr. Blvd.
 - Imperial Hwy.
 - Firestone Blvd.
 - Florence Ave.
 - Atlantic Blvd./Bandini Blvd.
 - Washington Blvd.
 - Olympic Blvd.
- Add or modify local crossings of I-710, as follows:
 - Add a local street crossing over I-710 at Southern Ave. in the City of South Gate to address capacity deficiencies.
 - Remove local one-way crossings over I-710 at Shoreline Dr. (Eastbound 9th St. to 6th St. and Westbound 7th St. to 9th St.) to address safety and operational deficiencies.
 - On local street crossings, include pedestrian paths, which would be comprised of sidewalks, curb ramps, and crosswalks.
 - On local street crossings, the cross section would have sufficient outside shoulder width to accommodate Class II bikeways.
 - Add a pedestrian/Class I bikeway crossing over the Los Angeles River and I-710 at Hill St. in Long Beach, and at Imperial Hwy. in South Gate.

2.0 Description of the Project and Alternatives

- Replace, widen, add, and remove roadway or railway grade separation structures to accommodate lane additions, modified freeway realignments, and reconfigured interchanges. Some intersecting roadways and railroad crossings would entail realignment of local streets and/or railroads. Union Pacific Railroad (UPRR) crossing locations where modifications are proposed would include:
 - UPRR San Pedro Subdivision at I-405 in Long Beach
 - UPRR San Pedro Subdivision at I-710 in Long Beach
 - UPRR San Pedro Subdivision at I-710 in South Gate
 - UPRR Patata Industrial Lead at I-710 in South Gate
 - UPRR La Habra Subdivision at I-710 in Bell
 - LAJ Railway Laguna Line at I-710 in Bell
 - LAJ Railway Laguna Line at I-710 in Vernon
 - BNSF Hobart Yard at I-710 in Commerce/Vernon
 - UPRR East Yard at I-710 in Commerce
- Replace, modify, add, and remove storm water conveyance and treatment systems, roadside equipment, and maintenance and access features to accommodate freeway modifications.
- Replace, modify, and relocate critical infrastructure that would cross proposed freeway modifications. Critical infrastructure would include, but not be limited to, flood control facilities and major utilities. Prominent infrastructure crossings would include the Los Angeles River, Compton Creek, Southern California Edison (SCE) transmission lines, and Los Angeles Department of Water and Power (LADWP) transmission lines.
- Incorporate aesthetic enhancements that would include thematic surface treatment of structures and paved surfaces, roadside planting, and irrigation consistent with a corridor-wide aesthetic master plan.

In addition to the freeway features described, Alternative 5C would include modification to surrounding local arterials within the Study Area, new transportation system features and strategies, and programmatic elements, as follows:

- Modifications to selected local arterial intersections to reduce traffic delay and improve operations within the Study Area. Modifications would consist of lane restriping, median modification, and/or spot-widening to provide additional intersection turn lanes.

2.0 Description of the Project and Alternatives

- Transportation Systems Management/Transportation Demand Management (TSM/TDM) elements, including adaptive ramp metering, updated traffic signals, parking restrictions during peak periods, and improved arterial signage for access to I-710.
- Intelligent Transportation Systems (ITS) elements including updated fiber-optic communications to interconnect traffic signals along major arterial streets to improve traffic flow.
- Transit improvements, including increased revenue vehicle service hours for light rail service (Blue Line/Green Line), Metro Rapid routes, local bus service, express bus service, and community bus service within the I-710 Corridor.
- Air quality improvement measures that would consider funding of facilities needed to support zero emission/near zero emission (ZE/NZE) trucks, such as charging and/or refueling stations; funding of ZE/NZE trucks through existing programs (e.g., Measures ONRD-03 and ONRD-04 in the 2012 Air Quality Management Plan) and/or through new programs such as the Gateway Cities Technology Deployment Program currently under development; and funding of an I-710 Corridor Community Health Grant Program.

In addition to the widening of existing bridges and overcrossings to accommodate bicycle and pedestrian traffic, five pedestrian and bicycle-only bridges are proposed that would be included under Alternative 5C. The bridges would span I-710 and in some cases the Los Angeles River or Metro Rail lines that would provide for improved connectivity within the corridor. Bridges are proposed at the following locations:

- Spring St., located in Long Beach. This bridge would cross I-710 and the Los Angeles River.
- Hill St., located in Long Beach. This bridge would cross I-710 and the Los Angeles River.
- Humphreys Ave., located in East Los Angeles. This bridge would cross I-710.
- Clara St., located in Bell Gardens/Cudahy. This bridge would cross I-710 and the Los Angeles River.
- Pacific Place, located in Long Beach. This bridge would cross I-405 and the Metro Blue Line.

2.4.4 Alternative 7: Add Clean-Emission Freight Corridor (Truck-Only Lanes) Along I-710

Alternative 7 proposes adding two separate truck lanes in each direction adjacent to the freeway, between Long Beach and Commerce for approximately 16 miles. This principal

2.0 Description of the Project and Alternatives

feature is also referred to as a “Clean-Emission Freight Corridor.” Alternative 7 would also include modifications to the I-710 alignment, maintaining the same number of GP lanes on I-710, and reconfiguring the access points to/from I-710 and its crossing freeways. This alternative would:

- Add two controlled-access truck lanes in each direction (the Freight Corridor), within or adjacent to the I-710 freeway cross section, with termini connections to/from I-710 near Anaheim St. in Long Beach and near Washington Blvd. in Commerce. The Freight Corridor features would include:
 - Restricted use to ZE/NZE trucks.
 - Freeway access points (Freight Corridor-to-Freeway interchanges) at three locations on I-710 near Anaheim St., near Del Amo Blvd., and near Bandini Blvd., and one location on SR-91 near Cherry Ave.
 - Local access points (Freight Corridor-to-Local Street interchanges) at four locations: Pico Ave., Anaheim St., Slauson Ave., and Washington Blvd.
 - Placement of highway structures in a manner that would not preclude the addition of one future freeway lane in each direction.
- Shift the I-710 centerline at several locations to accommodate the Freight Corridor and minimize right-of-way impacts.
- Modify freeway-to-freeway interchanges at I-405, SR-91, I-105 and I-5 to address safety, operational, and capacity deficiencies. Reconfiguration would also accommodate the Freight Corridor and minimize right-of-way impacts. Modification would vary by location and may entail realignment of freeway connectors, adding auxiliary lanes to connectors, and modifications to the crossing freeways.
 - At the I-405 interchange, modification would entail realignment and replacement of eight of the existing eight freeway-to-freeway connectors. Modifications would also include the removal of the local interchange at Wardlow Rd. on I-710, the removal of the local interchange at Pacific Place on I-405, and modification of the local interchange on I-405 at Santa Fe Ave.
 - At the SR-91 interchange, modification would entail realignment and replacement of one of the existing eight freeway-to-freeway connectors, reconstruction of three of the connectors, and modification to ramp connection points on I-710. The connector modifications would also necessitate modifications to two local interchanges on SR-91 at Long Beach Blvd. and Atlantic Ave.
 - At the I-105 interchange, modifications would entail relocating ramp connection points on I-710.

2.0 Description of the Project and Alternatives

- At the I-5 interchange, modifications would include new collector-distributor roads that service local interchanges at Washington Blvd. and Bandini Blvd. and relocating ramp connection points on I-710.
- Reconfigure local interchanges on I-710 to address safety, operational, and capacity deficiencies. Reconfiguration would entail realignment of entrance and exit ramps, adding or extending auxiliary lanes to ramps, and realignment of the local street crossings. Reconfiguration would also accommodate the Freight Corridor and minimize right-of-way impacts. Local interchange locations would include:
 - Pico Ave.
 - Shoreline Dr.
 - Anaheim St.
 - PCH / State Route 1
 - Willow St.
 - Del Amo Blvd.
 - Long Beach Blvd.
 - Alondra Blvd.
 - Rosecrans Ave.
 - MLK Jr. Blvd.
 - Imperial Hwy.
 - Firestone Blvd.
 - Florence Ave.
 - Atlantic Blvd./Bandini Blvd.
 - Washington Blvd.
 - Olympic Blvd.
- Include new or modified local crossings, as follows:
 - Add a local street crossing over I-710 at Southern Ave. in the City of South Gate to address capacity and operation deficiencies at adjacent local crossings.
 - Remove local one-way crossings over I-710 at Shoreline Dr. (Eastbound 9th St. to 6th St. and Westbound 7th St. to 9th St.) to address safety and operational deficiencies.

2.0 Description of the Project and Alternatives

- On local street crossings, include pedestrian paths, which would be comprised of sidewalks, curb ramps, and crosswalks.
- On local street crossings, provide cross section with sufficient outside shoulder width to accommodate Class II bikeways.
- Add a pedestrian/Class I bikeway crossing over the Los Angeles River and I-710 at Imperial Hwy. in South Gate.
- Replace, widen, add, and remove roadway or railway grade separation structures to accommodate lane additions, modified freeway realignments, and reconfigured interchanges. Modification would also accommodate the Freight Corridor and minimize right-of-way impacts. Some intersecting roadways and railroad crossings would entail realignment of local streets and/or railroads. Railroad crossing locations where modifications are proposed would include:
 - UPRR San Pedro Subdivision at I-405 in Long Beach
 - UPRR San Pedro Subdivision at I-710 in Long Beach
 - UPRR San Pedro Subdivision at I-710 in South Gate
 - UPRR Patata Industrial Lead at I-710 in South Gate
 - UPRR La Habra Subdivision at I-710 in Bell
 - LAJ Railway Laguna Line at I-710 in Bell
 - LAJ Railway Laguna Line at I-710 in Vernon
 - BNSF Hobart Yard at I-710 in Commerce/Vernon
 - UPRR East Yard at I-710 in Commerce
- Replace, modify, add, and remove storm water conveyance and treatment systems, roadside equipment, and maintenance and access features, to accommodate freeway modifications.
- Replace, modify, and relocate critical infrastructure that would cross proposed freeway modifications. Critical infrastructure would include, but would not be limited to, flood control facilities and major utilities. Prominent infrastructure crossings would include the Los Angeles River, Compton Creek, SCE transmission lines, and LADWP transmission lines.
- Incorporate aesthetic enhancements that would include thematic surface treatment of structures and paved surfaces, roadside planting, and irrigation consistent with a corridor-wide aesthetic master plan.

2.0 Description of the Project and Alternatives

In addition to the freeway features described, Alternative 7 would include modification to surrounding local arterials within the Study Area, new transportation system features and strategies, and programmatic elements, as follows:

- Modifications to selected local arterial intersections to reduce traffic delay and improve operations within the Study Area. Modifications would consist of lane restriping, median modification, and/or spot-widening to provide additional intersection turn lanes.
- TSM/TDM elements including adaptive ramp metering, updated traffic signals, parking restrictions during peak periods, and improved arterial signage for access to I-710.
- ITS elements including updated fiber-optic communications to interconnect traffic signals along major arterial streets to improve traffic flow.
- Transit improvements, including increased revenue vehicle service hours for light rail service (Blue Line/Green Line), Metro Rapid routes, local bus service, and community bus service within the I-710 Corridor.
- Air quality improvement measures that would consider funding of facilities needed to support ZE/NZE trucks, such as charging and/or refueling stations; funding of ZE/NZE trucks through existing programs (e.g., Measures ONRD-03 and ONRD-04 in the 2012 Air Quality Management Plan) and/or through new programs, such as the Gateway Cities Technology Deployment Program currently under development; and funding of an I-710 Corridor Community Health Grant Program.

In addition to the widening of existing bridges and overcrossings to accommodate bicycle and pedestrian traffic, three pedestrian and bicycle-only bridges are proposed that would be included under Alternative 7. The bridges would span I-710 and in some cases the Los Angeles River or Metro Rail lines and would provide for improved connectivity within the corridor. Bridges are proposed at the following locations:

- Humphreys Ave., located in East Los Angeles. This bridge would cross I-710.
- Clara St., located in Bell Gardens/Cudahy. This bridge would cross I-710 and the Los Angeles River.
- Pacific Place, located in Long Beach. This bridge would cross I-405 and the Metro Blue Line.

2.5 Design Options

Design Options are variations to the build alternatives, specific to discrete segments of I-710. The locations, objectives, and features are described as follows:

2.0 Description of the Project and Alternatives

Design Options 1A/1B: The objective of this variation would be to reduce impacts on BNSF operations at the Hobart intermodal rail yard. The limits of the design variation extend from the Atlantic/Bandini interchange to the Washington Blvd. interchange, a distance of approximately one mile through the cities of Bell, Commerce, and Vernon. Design Option 1A applies to Alternative 5C, and Design Option 1B applies to Alternative 7. Differences between the alternatives and variations are described as follows:

- Highway alignments crossing the Hobart Yard would be shifted to the east, and none would encroach beyond the existing State right-of-way on the west side of the freeway over the rail yard. Therefore, the shifts would apply to proposed freeway, collector-distributor road, and ramp alignments.
- For Design Option 1A, the interchange configuration and local street circulation would be the same as Alternative 5C, but the general location of the highway alignments would be different. Thus, the right-of-way requirements would also be different than Alternative 5C.
- For Design Option 1B, the interchange configuration would be the same as Alternative 7, but the local street circulation, highway alignments, and right-of-way requirements would be different than Alternative 7.

Design Option 2A: The objective of this variation is to restore circulation between Shoreline Dr. and PCH, via the freeway. The limits of the design variation would extend from the Shoreline Dr. interchange to the PCH interchange, a distance of approximately one mile through the City of Long Beach. Design Option 2A only applies to Alternative 5C. Differences between the alternatives and the variations are described as follows:

- Two grade separated ramps would be added and provide connections between (1) the northbound Shoreline Dr. entrance ramp to Route 710, and the northbound PCH exit ramp from State Route 710, and between (2) the southbound PCH entrance ramp to the Route 710, and the southbound Shoreline Dr. exit ramp from State Route 710.
- To accommodate the added ramps, highway alignments would be shifted to the west. The shifted alignments would include the Shoreline Dr. entrance and exit ramps, the southbound freeway, the southbound PCH entrance ramp, and the southbound Anaheim St. exit ramp.
- The interchange configuration types, the Shoreline Dr. ramp alignments (Shoemaker Bridge) over the Los Angeles River, and local street circulation would be the same as Alternative 5C, but the highway alignments, ramp termini at Anaheim St. and PCH, and right-of-way requirements would be different.

2.0 Description of the Project and Alternatives

Design Options 3A/3B: The objective of this variation is to further improve safety and operation of the freeway by reducing weaving conflicts. The limits of the design variation extend from the Washington Blvd. interchange to the SR-60 interchange, a distance of approximately two miles through the City of Commerce and the unincorporated area of East Los Angeles. Design Option 3A applies to Alternative 5C, and Design Option 3B applies to Alternative 7. Differences between the alternatives and the variations would entail reconfiguration of the SR-60, I-5, and Olympic Blvd. interchanges, alteration of freeway and local traffic circulation, and requirements for additional right-of-way. These differences would be the same for both Design Options 3A/3B and are further described as follows:

- The northbound I-710 to eastbound/westbound SR-60 connector would be modified and extended. The point of connection on I-710 would be relocated further south near the I-5 freeway crossing.
- The southbound I-710 to southbound I-5 connector would be modified and extended. The point of connection would be relocated further north, closer to the SR-60 freeway crossing.
- The entrance ramp from Olympic Blvd. to northbound I-710 would be removed and would be replaced by an entrance ramp from Olympic Blvd. to eastbound/westbound SR-60, via the modified I-710-to-SR-60 connector.
- The exit ramp to Olympic Blvd. from northbound I-710 would be modified. The point of connection would be removed on I-710 and replaced by a point of connection on the modified I-710-to-SR-60 connector.
- The entrance ramp from Eastern Ave. to southbound I-710 would be removed and replaced by an entrance ramp from Whittier Blvd. to the I-5-to-I-710 connector.
- The exit ramp to Olympic Blvd./Whittier Blvd. via Eastern Ave. from southbound I-710 would be removed, and would be replaced by an exit ramp to Whittier Blvd. from the SR-60-to-I-710 connector.

Option 7ZE – Option 7ZE would provide for the use of the freight corridor exclusively by zero emission trucks, excluding near zero emission trucks. This option would be operational in nature and would not represent a difference in the geometric design of Alternative 7.

3.0 SECTIONS 4(F) AND 6(F) PROPERTIES

3.1 Section 4(f) Properties

According to Question and Answer 25 in the FHWA Section 4(f) Policy Paper (July 2012), Section 4(f) applies when the (planned park) land is one of the enumerated types of publicly owned lands and the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, or wildlife and waterfowl refuge purposes. Evidence of formal designation would be the inclusion of the publicly owned land, and its function as a Section 4(f) property into a city or county Master Plan.

An inventory of Section 4(f) properties for the I-710 Corridor Project was conducted within the Section 4(f) resource Study Area. The build alternatives would result in the use of one Section 4(f) resource, Parque Dos Rios (see Chapter 4.0 for an Individual Section 4(f) Evaluation of Parque Dos Rios). In addition, the build alternatives would result in a *de minimis* impact to three parks/recreational areas, Cesar E. Chavez Park and Drake/Chavez Greenbelt, the Los Angeles River and Rio Hondo Trails, and the Dominguez Gap and DeForest Treatment Wetlands; and five historic sites, the Union Pacific Railroad (Primary No. 19-186110/30-176630), Boulder Dam-Los Angeles Transmission Lines, Dale's Donuts, the Drake Park National Register-Eligible Historic District, and the Los Angeles River Flood Control Channel (see Chapter 5.0 for the *de minimis* impact determinations for these resources).

3.2 Section 6(f) Properties

Section 6(f) applies to public recreation or park lands acquired or developed with Land and Water Conservation Fund (L&WCF) Act funds pursuant to the L&WCF Act of 1965 (16 USC Sections 460-4 through 460-11, as amended). The mandated mitigation for conversion of any land purchased or developed with L&WCF Act funds to nonrecreation or nonparkland uses, such as for transportation facilities, is replacement with land of at least equal value. No L&WCF Act funds were used for the acquisition of the following properties:

- **Parque Dos Rios:** In 2012, the Watershed Conservation Authority (WCA) confirmed to the I-710 Corridor Project team that no L&WCF Act funds were used for the acquisition of land for, or development of, Parque Dos Rios. Therefore, the requirements of Section 6(f) are not triggered for Parque Dos Rios.
- **Los Angeles River Trail:** In 2012, the County confirmed to the I-710 Corridor Project team that no L&WCF Act funds were used for the Los Angeles River Trail. Therefore, that trail is not subject to the requirements of Section 6(f).

In 2012, the City of Long Beach confirmed to the I-710 Corridor Project team that funding for the development of improvements at Cesar E. Chavez Park included \$241,300 in L&WCF Act funds. The L&WCF Act funds were used to develop the Teen and Senior Center building, the Jenny Oropeza Community Center, and landscaping in that portion of the park. However, the City of Long Beach and Caltrans were unable to locate or obtain documentation from local records or the California Department of Parks and Recreation that verifies whether the Section 6(f) boundary is applicable to the entire park or specifically to the portion of the park that was improved using L&WCF Act funds. Therefore, it is assumed that the entire park is considered a Section 6(f) property (see Chapter 7.0 for the Section 6(f) impact finding for Cesar E. Chavez Park).

4.0 INDIVIDUAL SECTION 4(F) EVALUATION – PARQUE DOS RIOS

Alternative 5C and Alternative 7 would permanently use land from Parque Dos Rios, which is a planned park identified for recreational use in the Los Angeles River Master Plan (Los Angeles County Department of Public Works, 1996). Because the park is a publicly-owned public park and has been determined to be significant for recreational purposes, this park was identified as subject to protection under the requirements of Section 4(f).

The location of Parque Dos Rios is shown on Figure 4-1, and the park is described in the sections below. Parque Dos Rios is currently open to the public.

4.1 Description of the Section 4(f) Property – Parque Dos Rios**4.1.1 Owner/Operator of Parque Dos Rios**

This park is being funded by the Watershed Conservation Authority (WCA), which is a joint powers entity consisting of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) and the Los Angeles County Flood Control District (LACFCD). Parque Dos Rios is owned and operated by the WCA. The park is a public park open to use by residents and other visitors to the area, including users of the Los Angeles River Trail on the east side of the park.

4.1.2 Location of Parque Dos Rios

As shown on Figure 4-1, the site for Parque Dos Rios is in the City of South Gate on an approximately 8.5-acre parcel located in the triangle generally formed by the Los Angeles River to the east, Imperial Hwy. to the south, and I-710 to the west. The Los Angeles River Trail is aligned along the east boundary of the park, between the park and the Los Angeles River.

4.1.3 Access to Parque Dos Rios

Construction of the park began on September 18, 2019, at a groundbreaking ceremony hosted by the WCA, and construction was completed in August 2021. Access to Parque Dos Rios is now available from the Los Angeles River Trail and Imperial Highway. .



**FIGURE 4-1. LOCATION OF PARQUE DOS RIOS
I-710 Corridor Project**

4.1.4 Amenities and Facilities at Parque Dos Rios

The following recreation facilities and amenities are provided at Parque Dos Rios:

- Access to the Los Angeles River Trail
- Overlook decks (with seating areas, picnic table, drinking fountain, bike rack)
- Coastal sage scrub habitat area for birds and animals
- Raptor perches
- Decorative fencing
- Bilingual interpretive signs about the history of the City of South Gate and the Los Angeles and Rio Hondo Rivers

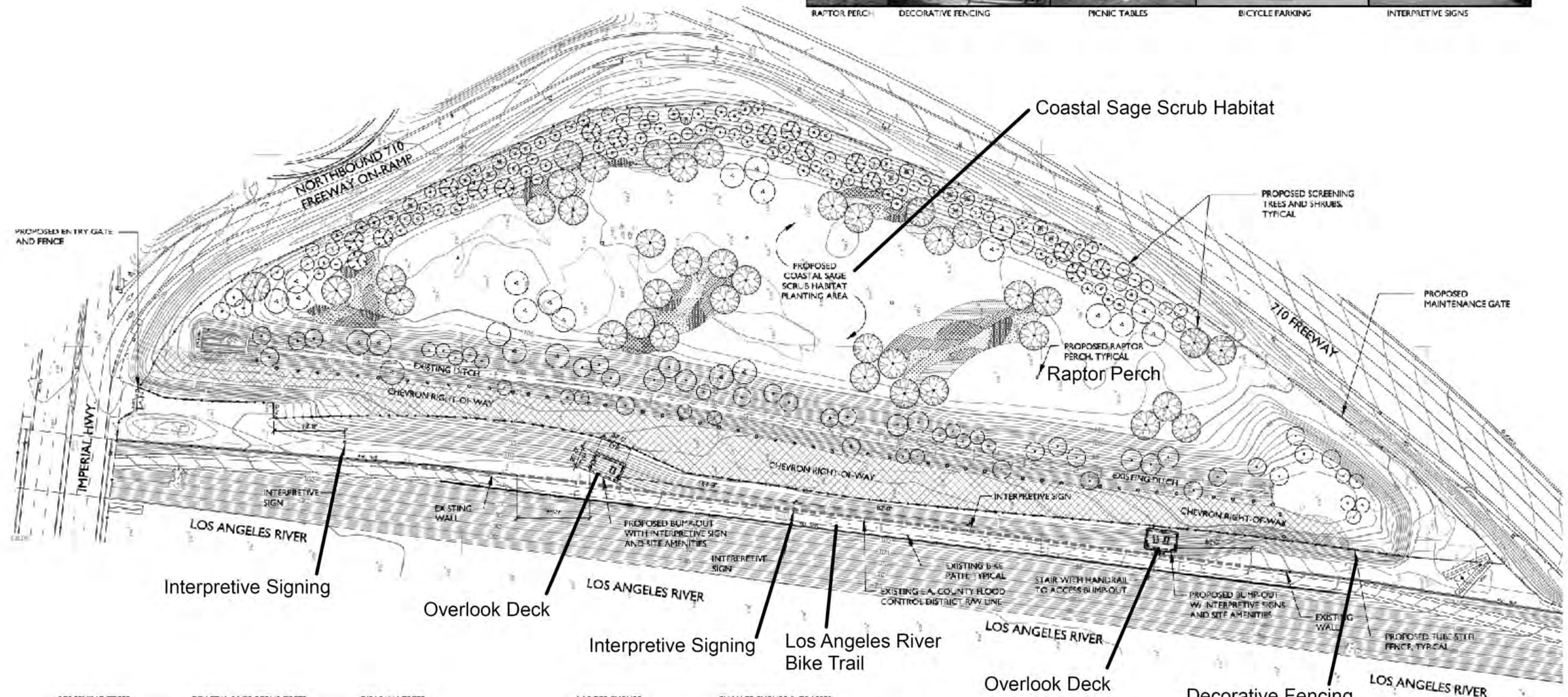
The site plan for Parque Dos Rios highlighting these amenities are shown on Figure 3-2.

4.1.5 Planned Improvements at Parque Dos Rios

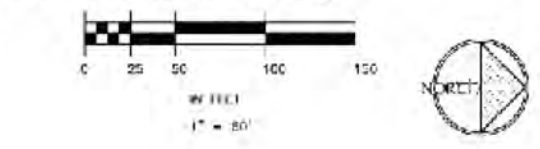
There are no known planned improvements at Parque Dos Rios beyond those described above for the new park and as shown in the site plan on Figure 4-2.

4.1.6 Relationship of Parque Dos Rios to Other Recreational Resources

As shown on Figure 4-2, Parque Dos Rios is immediately west of the Los Angeles River Trail. The trail extends north-south just east of the park. This trail is described in Chapter 6.0, Resources Evaluated Relative to the Requirements of Section 4(f). Access between the trail and the park will allow trail users to stop at the park, and for park users to access the trail. There are no other recreational resources in the immediate vicinity of Parque Dos Rios.



SCREENING TREES	COASTAL SAGE SCRUB TREES	RIPARIAN TREES	LARGER SHRUBS	SMALLER SHRUBS & GRASSES
<i>Asselina californica</i> CALIFORNIA BUCKEYE	<i>Juglans californica</i> CALIFORNIA WALNUT	<i>Acer negundo</i> CALIFORNIA BOX ELDER	<i>Ceanothus 'Ray Hartman'</i> WILD LILAC	<i>Artemisia californica</i> CALIFORNIA SAGEBRUSH
<i>Quercus agrifolia</i> COAST LIVE OAK	<i>Platanus racemosa</i> CALIFORNIA SYCAMORE	<i>Platanus racemosa</i> CALIFORNIA SYCAMORE	<i>Heteromeles arbutifolia</i> TOYON	<i>Eriogonum fasciculatum</i> CALIFORNIA BUCKWHEAT
	<i>Populus fremontii</i> WESTERN COTTONWOOD	<i>Populus fremontii</i> WESTERN COTTONWOOD	<i>Malosma laurina</i> LAUREL SUMAC	<i>Lesaea scopulorum</i> DEERWEED
	<i>Quercus agrifolia</i> COAST LIVE OAK	<i>Salix sp.</i> WILLOW	<i>Rhus ovata</i> LEMONADE BERRY	<i>Neelata pulchra</i> PURPLE NEEDLEGRASS
			<i>Sambucus mexicana</i> BLUE ELDERBERRY	<i>Rosa californica</i> WILD ROSE
				<i>Salvia mellifera</i> BLACK SAGE



Source Layer Credit: DigitalGlobe (4/08); WCA (2012)

**FIGURE 4-2. SITE PLAN FOR PARQUE DOS RIOS
I-710 Corridor Project**

4.2 Use of Section 4(f) Property – Parque Dos Rios

4.2.1 Use of Parque Dos Rios

Table 2 summarizes the effects of the build alternatives on Parque Dos Rios. As shown, the build alternatives would adversely affect the activities, features, and attributes of the 4(f) resource. For any build alternative, these impacts would be partially mitigated through implementation of measures described in Section 4.4.

Table 2: Summary of Effects on Parque Dos Rios

Use Determination Under Alternative 5C	Use Determination Under Alternative 7
Permanent Incorporation of Land from Parque Dos Rios	
<p>Alternative 5C would result in the permanent incorporation of 2.13 acres of land from Parque Dos Rios into the transportation facility.</p> <p>Because Alternative 5C would permanently reduce the size of the park, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.</p>	<p>Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. However, the remnant parcel outside the alternative footprint would have limited functionality and accessibility. Therefore, Alternative 7 would result in the permanent use of the entire 8.5-acre park.</p> <p>Because Alternative 7 would require closure of the entire 8.5-acre park, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.</p>
Permanent Easements at Parque Dos Rios	
None	None
Temporary Occupancies of Parque Dos Rios	
<p>Alternative 5C would require 0.23 acre on the west side of Parque Dos Rios for a TCE during project construction.</p> <p>The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a permanent basis; however, there may be some interference with the protected activities, features, or attributes on a temporary basis during construction.</p>	<p>Alternative 7 would require 0.41 acre on the west and east sides of Parque Dos Rios for a TCE during construction. Because Alternative 7 would result in the permanent use of the entire park, there would be no temporary occupancy of the park under this alternative.</p>

Source: GPA Consulting. (2017).

Notes: TCEs = temporary construction easements

4.2.2 Parque Dos Rios – No Build Alternative Impacts

The No Build Alternative does not propose the construction and operation of any I-710 Corridor improvements. Therefore, this alternative would not result in the permanent incorporation of land from Parque Dos Rios, or any permanent easements, TCEs, or other temporary uses of land at Parque Dos Rios.

4.2.3 Parque Dos Rios – Permanent Incorporation of Land

As shown on Figure 4-3, Alternative 5C would result in the permanent incorporation of 2.13 acres of land from Parque Dos Rios into the transportation facility. As shown on Figure 4-4, Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. Because the remnant parcel outside the alternative footprint would have limited functionality and accessibility, the permanent use of the entire 8.5-acre park would be required under Alternative 7.

4.2.4 Parque Dos Rios – Temporary Construction and Other Temporary Effects

As shown on Figure 4-3, Alternative 5C would require 0.23 acre on the west side of Parque Dos Rios for a TCE during construction. Alternative 7 would also require 0.41 acre on both the west and east sides of Parque Dos Rios for a TCE; however, because Alternative 7 would result in the permanent use of the entire park, there would be no temporary occupancy of the park under this alternative.

The park would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. Under Alternative 5C, the construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a permanent basis; however, there may be some interference with the protected activities, features, or attributes on a temporary basis during construction. The area used for the TCE would be returned to a condition at least as good as that which existed prior to the construction.

4.2.5 Parque Dos Rios – Potential Environmental Effects

The following section discusses potential environmental effects that implementation of Alternative 5C and Alternative 7 at Parque Dos Rios may have on the environment. A detailed discussion of each topic and their potential impacts can be found in the I-710 Corridor Project Final EIR/EIS.





**FIGURE 4-4. PERMANENT USE OF LAND AT PARQUE DOS RIOS
ALTERNATIVE 7
I-710 Corridor Project**

Facilities, Functions, and/or Activities Potentially Affected

The following recreation facilities and amenities are provided at Parque Dos Rios:

- Access to the Los Angeles River Trail
- Overlook decks (with seating areas, picnic table, drinking fountain, bike rack)
- Coastal sage scrub habitat area for birds and animals
- Raptor perches
- Decorative fencing
- Bilingual interpretive signs about the history of the City of South Gate and the Los Angeles and Rio Hondo Rivers

Under Alternative 5C, approximately 2.13 acres of the park would be permanently incorporated into the transportation facility, and 6.37 acres of the park would remain. The facilities, functions, and activities would continue to be provided in the remnant parcel, and these features would not be substantially impaired by Alternative 5C because the value of the resource, in terms of its Section 4(f) purpose and significance, would not be meaningfully reduced or lost. However, Alternative 7 would require the permanent use of the entire 8.5-acre park; therefore, all facilities, functions, and activities at the park would be affected.

Accessibility

Access to Parque Dos Rios is available from the Los Angeles River Trail and Imperial Hwy. Access to the park may be temporarily affected to accommodate construction vehicles and construction equipment; however, these impacts would be temporary, and regular access would be restored following construction under Alternative 5C. These impacts would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished. Under Alternative 7, there would be limited functionality and accessibility of the remnant parcel outside the alternative footprint, and therefore, the entire 8.5-acre park would be used by Alternative 7.

Visual

Short-term visual impacts on sensitive viewers would result from the build alternatives during the construction period, and would include views of clearing of existing vegetation, grading of cut-and-fill slopes, construction of the I-710 widening and structures, construction vehicles, and construction staging areas. Construction activities would be

temporary, and the adverse visual impacts related to construction activity would cease following construction.

During operation, the effects of vegetation clearing would gradually improve over time as landscaping for either build alternative matures. For any build alternative, aesthetic enhancements, such as graphic patterns or vines and shrubs, would be incorporated into the design of the build alternatives to minimize adverse visual impacts from proposed sound walls and screen walls. Landscape and hardscape designs would be incorporated along the corridor and I-710 mainline to enhance the visual character of the area. These impacts would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

Noise

Although noise barriers to provide noise abatement would be provided at the park during construction and operation (for any build alternative), not all noise increases may be able to be abated. However, the park is adjacent to an existing transportation facility and is exposed to existing traffic noise, and no substantial noise increase was identified at Noise Receptor SB-58, which is the closest receptor to the park (see Chapter 3.0). Therefore, the build alternatives would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

Vegetation

At the newly constructed Parque Dos Rios, the WCA created a natural area for wildlife, with a habitat viewing deck adjacent to the bike path that overlooks the natural area and the San Gabriel Mountains. This area features bike amenities, a seating area, and interpretive signage. The park has been planted with native vegetation that provides bird and small animal habitat.

Vegetation removal required as part of implementation of the build alternatives would result in temporary impacts on existing vegetation. However, vegetation removal would be limited to areas within or adjacent to the construction footprint, and disturbed areas would be landscaped following construction under Alternative 5C. For any build alternative, measures to minimize harm would be implemented, including Measure PR-2, which would call for revegetating the remaining portion of the park with native plant materials similar to those shown in the current site plan (see Section 4.4). Therefore, with implementation of measures to minimize harm, impacts on vegetation would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

Under Alternative 7, the entire 8.5-acre park would be used by the build alternative because of the limited functionality and accessibility of the remnant parcel outside the alternative footprint. Therefore, vegetation under Alternative 7 would be permanently affected by the build alternative.

Wildlife

The park includes ornamental landscaping; therefore, there is no appropriate habitat in the park. The build alternatives would not result in impacts on wildlife that would result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

Air Quality

During construction, short-term degradation of air quality may result from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction of the build alternatives. Although air quality would be improved during operation of the build alternatives, there are some locations near roadways where there would be an increase in emissions. However, the park is adjacent to an existing transportation facility and is exposed to existing air emissions, and potential increases in emissions would not result in the violation of Federal air quality standards (see Chapter 3.0). Therefore, the build alternatives would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

Water Quality

For any build alternative, water quality BMPs would be implemented to treat stormwater runoff during construction and operation of the build alternatives. Therefore, the build alternatives would not degrade the water quality of the receiving waters. The build alternatives would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

4.3 Avoidance Alternatives – Parque Dos Rios

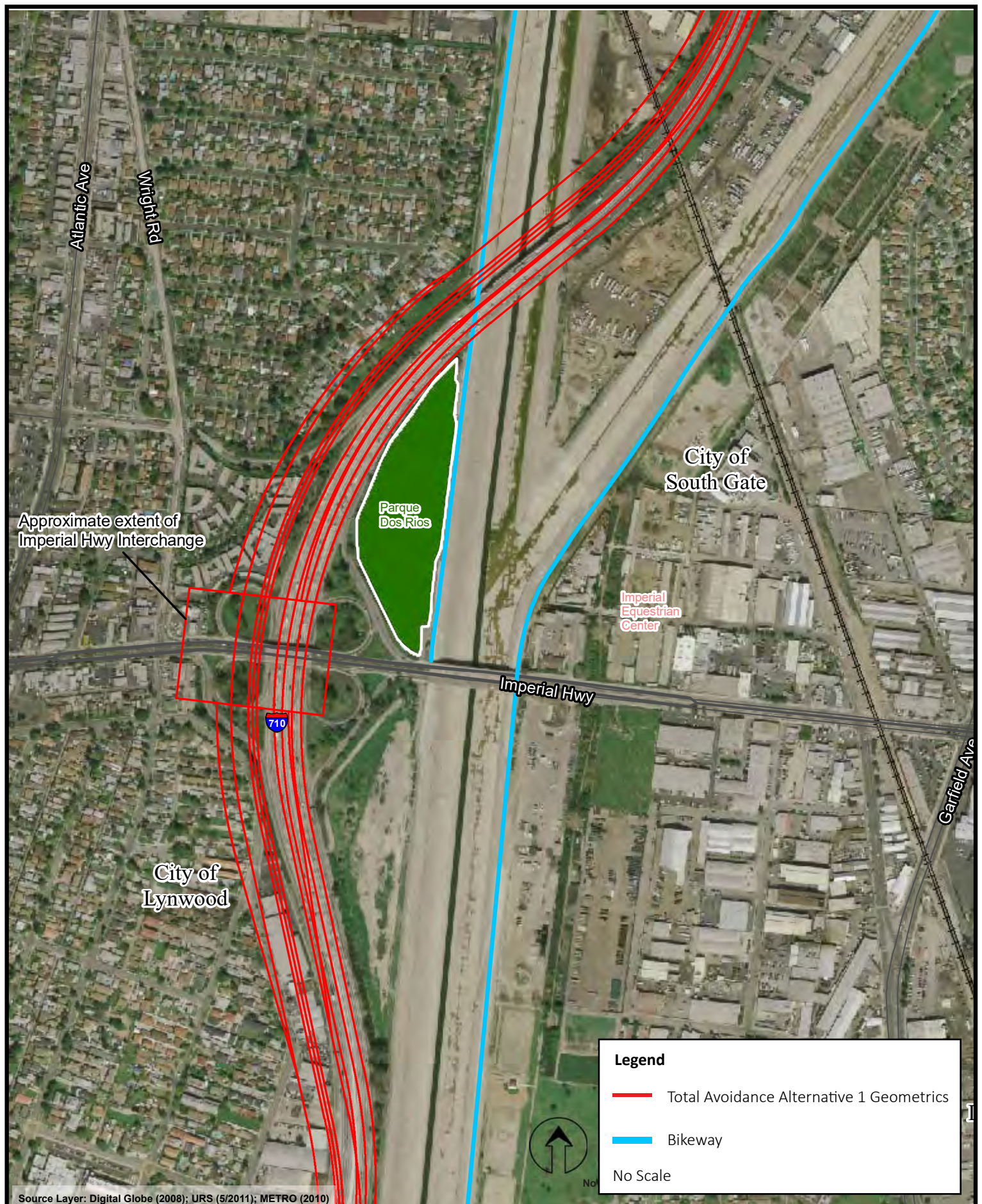
Section 4(f) requires the consideration of avoidance alternatives, which may include the No Build Alternative, new alignments, and design variations that would avoid the use of the section 4(f) resource. The avoidance alternatives must be reviewed to determine if they are prudent and feasible. The following definitions are used in this analysis, as provided in 23 CFR 774.17:

- **Not Prudent:** For an alternative to be considered not prudent, “it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need; it results in unacceptable safety or operation problems; after reasonable mitigation, it still causes: severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts to minority or low-income populations; or severe impacts to environmental resources protected under other federal statutes; it results in additional construction, maintenance, or operational costs of an extraordinary magnitude; it causes other unique problems or unusual factors; or it involves multiple factors (in this definition) that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude. ”
- **Not Feasible:** For an alternative to be considered not feasible, “it cannot be built as a matter of sound engineering judgment.”

The No Build Alternative and two total avoidance alternatives, which would completely avoid the use of Parque Dos Rios, were reviewed to determine if they would be feasible and prudent. As discussed below, although the avoidance alternatives would be feasible, none of the avoidance alternatives were determined to be prudent.

- **No Build Alternative:** This alternative would be feasible but would not meet the project purpose and need.
- **Total Avoidance Alternative 1:** As shown in Figure 4-5, Total Avoidance Alternative 1 would shift the entire I-710 facility and the proposed freight corridor alignment west, so that no part of the improvements under the build alternatives would require the use of land from Parque Dos Rios. This alternative would be feasible but would not meet some of the criteria to be considered prudent. This alternative would meet the purpose and need and would not result in unique problems or factors.

However, as shown in aerial imagery provided in Figure 4-5, Total Avoidance Alternative 1 would shift the I-710 facility into an area occupied by densely populated commercial and residential neighborhoods. This alternative would result in substantially greater right-of-way acquisitions leading to severe social, economic, and environmental impacts. The additional acquisition and removal of over 180 homes (27 single-family homes and 156 apartment homes) and 11 industrial/commercial units would increase overall community disruption and require greater



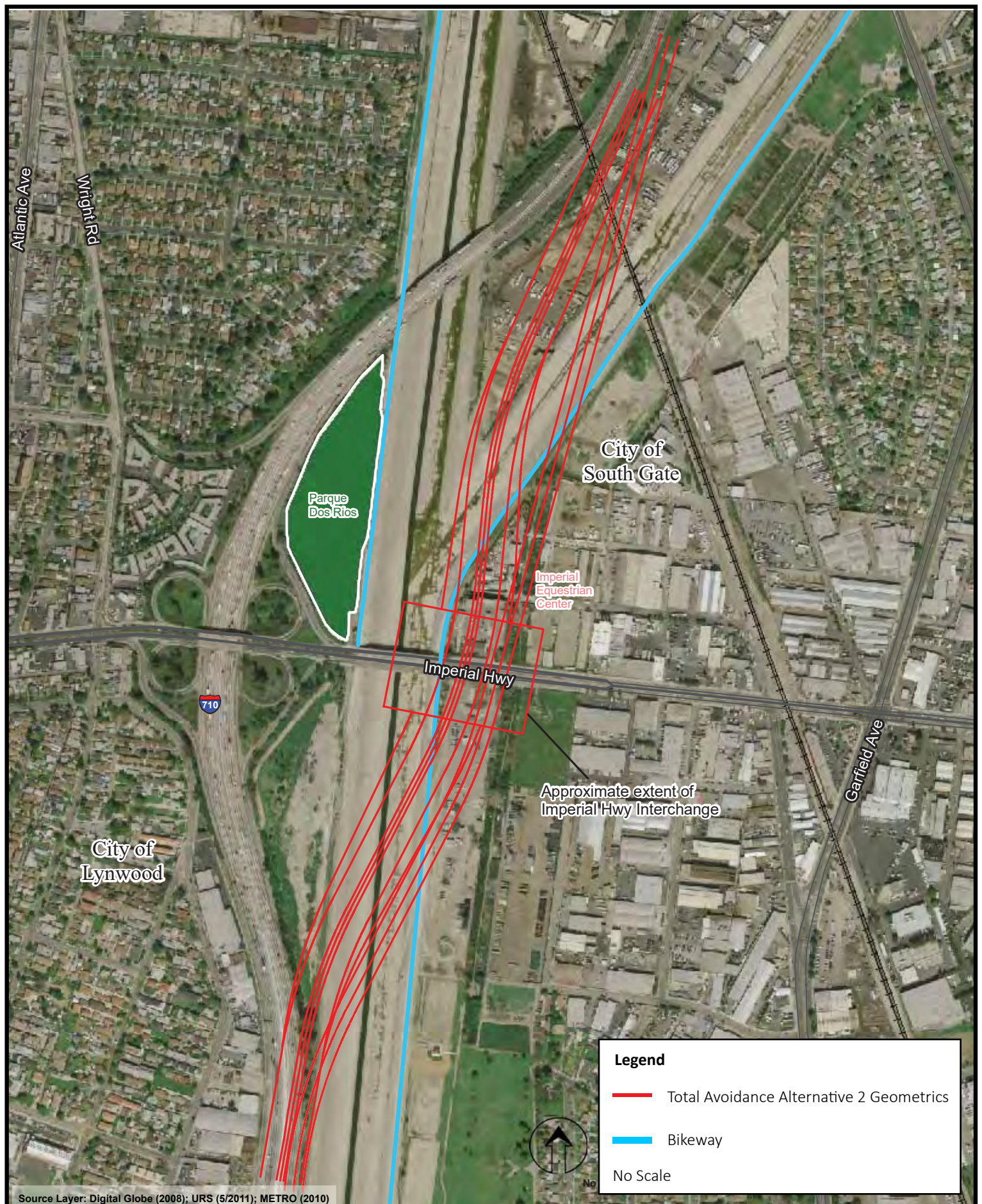
**FIGURE 4-5. TOTAL AVOIDANCE ALTERNATIVE 1 FOR PARQUE DOS RIOS
I-710 Corridor Project**

relocations (refer to Sections 3.3.1 and 3.3.2 of the Final EIR/EIS for additional information about community impacts and relocations). In addition, property acquisition, displacement, and relocations would severely and disproportionately affect low-income and minority populations (refer to Section 3.3.3 of the Final EIR/EIS for additional information about environmental justice populations adjacent to the I-710 facility). This alternative would also require additional utility relocations, which would result in excessive construction costs (refer to Section 3.4 of the Final EIR/EIS for additional information about utilities).

Furthermore, this alternative would increase the potential for adverse impacts on cultural resources outside the project Area of Potential Effects (APE), including buried archaeological resources, tribal cultural resources, and historic buildings or structures (refer to Section 3.7 of the Final EIR/EIS for additional information about cultural resources). The combination of impacts related to communities, relocations, environmental justice populations, utilities, and cultural resources described above would be significant if taken cumulatively. Therefore, Total Avoidance Alternative 1 would not be prudent.

- **Total Avoidance Alternative 2:** As shown in Figure 4-6, Total Avoidance Alternative 2 would shift the entire I-710 facility and the proposed freight corridor alignment east, to the east side of the Los Angeles River. This alternative would be feasible and would meet the Purpose and Need, but would not meet some of the criteria to be considered prudent.

This alternative would result in extraordinary utility acquisition and relocation costs as a result of impacts on facilities managed by the Los Angeles County Flood Control District, LADWP, and Southern California Edison (SCE) (refer to Sections 3.3.2 and Section 3.4 of the Final EIR/EIS for additional information about relocations and utilities). In addition, this alternative would result in severe impacts on the Los Angeles River as a result of crossing over the river at a more acute angle, which the United States Army Corps of Engineers (USACE) and other agencies raised serious concerns about during the agency consultation process (refer to Sections 3.8, 3.9, 3.16, and 3.17 for additional information about hydrology, water quality, and aquatic habitat of the Los Angeles River). This alternative would also result in the full acquisition of three commercial parcels, including the privately owned and operated Imperial Equestrian Center (refer to Section 3.3.2 of the Final EIR/EIS for additional information about relocations). Furthermore, this alternative would increase the potential for adverse impacts on cultural resources outside the project APE, including buried archaeological resources, tribal cultural resources,



**FIGURE 4-6. TOTAL AVOIDANCE ALTERNATIVE 2 FOR PARQUE DOS RIOS
I-710 Corridor Project**

and historic buildings or structures (refer to Section 3.7 of the Final EIR/EIS for additional information about cultural resources). The combination of impacts related to utilities, relocations, hydrology, water quality, and biological and cultural resources described above would be significant if taken cumulatively. Therefore, Total Avoidance Alternative 2 would not be prudent.

Based on the above considerations, there are no feasible and prudent alternatives to the use of land from Parque Dos Rios for the build alternatives. However, as discussed in Section 2.4.1, the No Build Alternative has been identified as the Preferred Alternative. Therefore, no permanent or temporary use of this property will occur.

4.4 Measures to Minimize Harm to Parque Dos Rios

The build alternative development process for the I-710 Corridor Project considered a wide range of engineering, feasibility, and environmental constraints, including Sections 4(f) and 6(f) properties in the area. Avoiding or minimizing the use of land from Sections 4(f) and 6(f) properties was a key criterion during the Alternative Development and refinement processes for the build alternatives.

For any build alternative, a primary measure applicable to all permanent and temporary uses of Sections 4(f) and 6(f) properties would be continuing coordination and consultation with the owners/operators of the affected Sections 4(f) and 6(f) properties. This would ensure that the final design of either of the build alternatives would address, to the extent consistent with required design standards, the need to avoid or minimize permanent and temporary uses of land from, and other potential permanent and/or short-term impacts on, Sections 4(f) and 6(f) properties. In addition, close coordination would be necessary to ensure that temporary closures (such as for portions of Cesar E. Chavez Park and segments of the Los Angeles River Trail and the Rio Hondo Trail) would minimize adverse impacts related to the safety of park and trail users and on construction workers.

Alternative 5C would result in the permanent incorporation of 2.13 acres of land from Parque Dos Rios into the transportation facility. Alternative 7 would result in the permanent incorporation of 3.21 acres of Parque Dos Rios into the transportation facility, but because of the limited accessibility and functionality of the remnant parcel, the entire 8.5-acre park would be required by Alternative 7. However, as noted above, the No Build Alternative has been identified as the Preferred Alternative and therefore, the following mitigation measures apply to the build alternatives and are included for disclosure purposes only. Impacts related to the build alternatives would be partially mitigated through implementation of the following measures.

- PR-1 Design Refinements for Alternative 5C at Parque Dos Rios.** If Alternative 5C is selected for implementation, Caltrans will require the project design team to identify and incorporate design refinements to minimize the permanent and temporary uses of land from Parque Dos Rios during the final design of Alternative 5C.
- PR-2 Site Plan for the Remaining Area in Parque Dos Rios under Alternative 5C.** If Alternative 5C is selected for implementation, Caltrans will require the project design team to coordinate with the WCA during final design to develop a plan for recreation facilities and landscaping/native plants on the remaining portion of Parque Dos Rios site, specifically addressing the provision of access to/from the park via the Los Angeles River Trail, the provision of amenities for park users similar to those in the current site plan, and revegetation of the remaining portion of the park with native plant materials similar to those shown in the current site plan.
- PR-3 Identification of Potential Replacement Property/Properties for Parque Dos Rios under Alternative 5C.** Metro will require the project design team to identify potential replacement property for the land used from Parque Dos Rios by Alternative 5C, based on continued coordination and consultation with the WCA throughout the environmental process for the project. Specifically, Metro will identify a property/properties to replace the land permanently used at Parque Dos Rios (2.13 acres under Alternative 5C) from the list of multi-benefit potential project opportunities included in the Lower Los Angeles River Revitalization Plan (Lower Los Angeles River Revitalization Plan Working Group, 2018). The replacement property/properties must provide land and facilities equal to or greater than the land and facilities used by the selected alternative. Key considerations in identifying replacement property/properties are (1) the acreage of the replacement property/properties compared to the acres used at Parque Dos Rios, (2) whether equivalent or better recreational functionality can be provided on the replacement property/properties, and (3) whether and what connections can be provided to other recreational resources from the replacement property/properties, notably the Los Angeles River Trail and the remaining portion of Parque Dos Rios.
- PR-4 Identification of Potential Replacement Property/Properties for Parque Dos Rios under Alternative 7.** Metro will require the project design team to identify potential replacement property for the land used from Parque Dos Rios by Alternative 7, based on continued coordination and consultation with the WCA throughout the environmental process for the project. Specifically, Metro will identify a property/properties to replace the land permanently used

at Parque Dos Rios (the entire 8.5-acre park under Alternative 7 because of the limited functionality and accessibility of the remnant parcel outside the alternative footprint) from the list of multi-benefit potential project opportunities included in the Lower Los Angeles River Revitalization Plan (Lower Los Angeles River Revitalization Plan Working Group, 2018). The replacement property/properties must provide land and facilities equal to or greater than the land and facilities used by the selected alternative. Key considerations in identifying replacement property/properties are (1) the acreage of the replacement property/properties compared to the acres used at Parque Dos Rios, (2) whether equivalent or better recreational functionality can be provided on the replacement property/properties, and (3) whether and what connections can be provided to other recreational resources from the replacement property/properties, notably the Los Angeles River Trail.

PR-5 Conceptual Site Plans for Potential Replacement Property/Properties for Parque Dos Rios under Alternative 5C and Alternative 7. Metro will require the project design team to develop conceptual site plans for the potential replacement property/properties, in consultation with the WCA, to ensure that the replacement property/properties and facilities are equivalent to or greater than the land and facilities used at Parque Dos Rios by the selected alternative. Those preliminary plans will identify the following:

- The recreation amenities and landscaping/native plant materials to be provided on the replacement property/properties.
- The connections that will be provided between the replacement property/properties and other recreational resources

PR-6 Acquisition of Replacement Property/Properties for Parque Dos Rios under Alternative 5C and Alternative 7. Based on agreement with the WCA on the selected replacement property/properties, Metro will acquire or provide compensation for those selected property/properties.

PR-7 Final Site Plan and Plan Installation for Parque Dos Rios under Alternative 5C and Alternative 7. Metro will require the project design team to coordinate with the WCA on the development of the final site plan for the replacement property/properties and on the selection of a contractor to install the recreation facilities and landscaping/native plants as shown on that final site plan.

PR-8 Transfer of Property Ownership for Parque Dos Rios under Alternative 5C and Alternative 7. On the completion of the installation of the recreation facilities and landscaping/native plants, and on acceptance of those improvements by the WCA, Metro will deed the replacement property/

properties to the WCA for recreation uses in perpetuity, unless compensation is provided to WCA for WCA's use to directly acquire replacement property/properties.

PR-9 Temporary Construction Easement at Parque Dos Rios. At the completion of construction activities that use the TCEs at Parque Dos Rios, Caltrans will require the Construction Contractor to return the area occupied by that TCE to a condition as good as or better than prior to its use for the TCE. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the WCA, and the Construction Contractor and will be coordinated with the plan for the remaining portion of the park, as described in Measure PR-3, above.

4.5 Coordination for Parque Dos Rios

As discussed in Chapter 7.0 below (Letters and Other Correspondence), consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans initiated formal consultation with the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC), the agency that owns and operates Parque Dos Rios through the WCA, a joint powers entity of the RMC and the Los Angeles County Flood Control District (see Attachment A, Section 4(f) Consultation Letters). Note that consultation began prior to completion of construction of the new park.

The relevant information from this report was provided to this agency during the consultation process with Caltrans to confirm that all reasonable measures to minimize harm to that property were considered.

On February 7, 2019, Metro and Caltrans met with RMC staff (Marybeth Vergara and Mark Stanley) to discuss the project build alternatives, Section 4(f) Evaluation, and mitigation measures. RMC staff provided input and comments to Metro and Caltrans, which have been incorporated into this Section 4(f) Evaluation.

4.6 Least Harm Analysis and Concluding Statement for Parque Dos Rios

4.6.1 Introduction

If there is no prudent and feasible avoidance alternative, an evaluation must be completed to determine which among the remaining build alternatives would cause the least overall harm to the Section 4(f) Property. To determine which of the remaining build alternatives would cause the least overall harm in light of the statute's preservation purpose, a comparison must be made of the seven factors 23 CFR 774.3 (c) (1) concerning the build

alternatives under consideration. The first four factors relate to the net harm that each build alternative would cause to the Section 4(f) property. The remaining three factors are evaluated to account for any substantial problem with any of the build alternatives remaining under consideration on issues beyond Section 4(f). By balancing the seven factors, four of which concern the degree of harm to Section 4(f) properties, all relevant concerns are considered to determine which build alternative would cause the least overall harm.

The following seven factors to determine the build alternative that would cause the least overall harm in light of the statute's preservation purpose are outlined in 23 CFR 774.3(c)(1) as follows:

- (i) Ability to mitigate adverse impacts to each Section 4(f) resource;
- (ii) Relative severity of the remaining harm, after mitigation, to the protected activities and attributes or features;
- (iii) Relative significance of each Section 4(f) property;
- (iv) Views of the officials with jurisdiction over the Section 4(f) property;
- (v) Degree to which each alternative meets the purpose and need;
- (vi) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- (vii) Substantial differences in costs among the alternatives.

After circulation of the Draft Section 4(f) Evaluation in accordance with 23 CFR 774.5(a), Caltrans has considered comments received on the evaluation and prepared and finalized the comparison of all factors listed in 23 CFR 774.3(c)(1) for all the build alternatives. Although the No Build Alternative has been identified as the Preferred Alternative, the analysis and identification of the build alternative that has the least overall harm has been retained and is documented below for informational purposes.

4.6.2 Least Overall Harm Analysis

To determine which of the build alternatives would cause the least overall harm, Caltrans must compare seven factors as set forth in 23 CFR 774.3(c)(1) concerning the build alternatives under consideration. A comparison of each of the seven factors under each of the build alternatives is in Table 3 below.

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
1. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property)	<p>Alternative 5C would result in the permanent incorporation of 2.13 acres of land from Parque Dos Rios into the transportation facility. These impacts would be partially mitigated through implementation of Measures PR-1 through PR-9.</p> <p>Alternative 5C would result in the permanent incorporation of 2.90 acres but a net increase of 2.99 acres in available park area and a TCE on 0.23 acre on Cesar E. Chavez Park. In addition, Alternative 5C would result in the permanent incorporation of 2.22 acres and a TCE of 2.81 acres on</p>	<p>Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. For Alternative 7, these impacts would be partially mitigated through implementation of Measures PR-1 through PR-9.</p> <p>Alternative 7 would result in the permanent incorporation of 5.4 acres, an expanded aerial</p>	<p>The ability to mitigate adverse impacts to each Section 4(f) property would be similar under Alternatives 5C and 7; however, Alternative 5C would result in less harm to Section 4(f) properties overall.</p>

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
	<p>Drake/Chavez Greenbelt. For Alternative 5C, Measures PR-10 through PR-15 would be implemented to minimize harm to these properties. Therefore, Caltrans has determined that Alternative 5C would result in a <i>de minimis</i> impact on these properties.</p> <p>Alternative 5C would result in short-term, temporary closures of the Los Angeles River and Rio Hondo Trails. For Alternative 5C, Measures PR-16 through PR-19 would be implemented to minimize harm to these properties. Therefore, Caltrans has determined that Alternative 5C would result in a <i>de</i></p>	<p>easement on 0.44 acre, and temporary removal of 9.54 acres of the Dominguez Gap and DeForest Treatment Wetlands. For Alternative 7, Measures PR-20 and PR-21 would be implemented to minimize harm to these properties.</p> <p>Alternative 7 would result in the same impacts as Alternative 5C on the following resources: Cesar E. Chavez Park,</p>	

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
	<p><i>minimis</i> impact on these properties.</p> <p>Alternative 5C would result in an expanded aerial easement on 0.44 acre and a TCE on 0.71 acre of the Dominguez Gap and DeForest Treatment Wetlands. For Alternative 5C, Measures PR-20 and PR-21 would be implemented to minimize harm to these properties. Therefore, Caltrans has determined that Alternative 5C would result in a <i>de minimis</i> impact on this property.</p> <p>Alternative 5C would have no adverse effect on the following historic resources: Union Pacific Railroad (Primary No. 19-186110/30-</p>	<p>the Drake/Chavez Greenbelt, the Los Angeles River and Rio Hondo Trails, Union Pacific Railroad, Dale's Donuts, the Drake Park National Register-Eligible Historic District, and the Los Angeles River Flood Control Channel.</p>	

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
	176630), Boulder Dam-Los Angeles Transmission Lines, Dale's Donuts, Drake Park National Register-Eligible Historic District, and Los Angeles River Flood Control Channel. No measures to minimize harm would be required for these resources. Therefore, Caltrans has determined that Alternative 5C would result in a <i>de minimis</i> impact on this property.		
2. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection	Parque Dos Rios: Permanent incorporation of 2.13 acres and TCE on 0.23 acre Cesar E. Chavez Park: Permanent incorporation of 2.90 acres but a net increase of 2.99 acres in	Parque Dos Rios: Permanent incorporation of 3.21 acres would result in permanent use and closure of	The relative severity of remaining harm, after mitigation, Section 4(f) properties would be

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
	<p>available park area. TCE on 21.9 acres would result in a <i>de minimis</i> impact.</p> <p>Drake/Chavez Greenbelt: Permanent incorporation of 2.22 acres and TCE of 2.81 acres would result in a <i>de minimis</i> impact.</p> <p>Los Angeles River and Rio Hondo Trails: Short-term, temporary closures would result in a <i>de minimis</i> impact.</p> <p>Dominguez Gap and DeForest Treatment Wetlands: Expanded aerial easement on 0.44 acre and TCE on 0.71 acre would result in a <i>de minimis</i> impact.</p> <p>Union Pacific Railroad (Primary No. 19-186110/30-</p>	<p>entire 8.5-acre park.</p> <p>Cesar E. Chavez Park and Drake/Chavez Greenbelt: Same as Alternative 5C.</p> <p>Los Angeles River and Rio Hondo Trails: Same as Alternative 5C.</p> <p>Dominguez Gap and DeForest Treatment Wetlands: Permanent incorporation of 5.4 acres, expanded aerial easement on 0.44 acre, and temporary</p>	<p>similar under Alternatives 5C and 7; however, Alternative 5C would result in less harm to Section 4(f) properties overall.</p>

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
	<p>176630): Minor realignment would result in a <i>de minimis</i> impact.</p> <p>Boulder Dam-Los Angeles Transmission Lines: None</p> <p>Dale's Donuts: Permanent incorporation of 0.01 acre would result in a <i>de minimis</i> impact.</p> <p>Drake Park National Register-Eligible Historic District: In-kind replacement and temporary detour would result in a <i>de minimis</i> impact.</p> <p>Los Angeles River Flood Control Channel: Modifications would result in a <i>de minimis</i> impact.</p>	<p>removal of 9.54 acres would result in a <i>de minimis</i> impact.</p> <p>Union Pacific Railroad (Primary No. 19-186110/30-176630): Same as Alternative 5C.</p> <p>Boulder Dam-Los Angeles Transmission Lines: Permanent changes would result in a <i>de minimis</i> impact.</p> <p>Dale's Donuts: Same as Alternative 5C.</p> <p>Drake Park National Register-</p>	

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
		Eligible Historic District: Same as Alternative 5C. Los Angeles River Flood Control Channel: Same as Alternative 5C.	
3. The relative significance of each Section 4(f) property	A discussion of the relative significance of each Section 4(f) property is not applicable because (1) Alternatives 5C and 7 would affect the same Section 4(f) resources and (2) the Section 4(f) resources are equally significant.	A discussion of the relative significance of each Section 4(f) property is not applicable because (1) Alternatives 5C and 7 would affect the same Section 4(f) resources and (2) the Section 4(f) resources are equally significant.	A discussion of the relative significance of each Section 4(f) property is not applicable because (1) Alternatives 5C and 7 would affect the same Section 4(f) resources, and (2) the Section 4(f) resources

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
			are equally significant.
4. The views of the officials with jurisdiction over each Section 4(f) property.	The officials with jurisdiction over the Section 4(f) properties provided concurrence on <i>de minimis</i> impact determinations (see Attachment B). In addition, the officials with jurisdiction provided concurrence on the measures to minimize harm to these properties. Based on the information presented in the Draft Environmental Document, the officials with jurisdiction viewed Alternative 5C more favorably than Alternative 7 because Alternative 5C would result in less impacts on the Section 4(f) properties.	Written concurrence from the officials with jurisdiction on <i>de minimis</i> impact determinations was not requested for Alternative 7.	The officials with jurisdiction provided concurrence on <i>de minimis</i> impact determinations under Alternative 5C. No concurrence was requested under Alternative 7.

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
5. The degree to which each alternative meets the purpose and need for the project.	Alternative 5C would meet the Purpose and Need.	Alternative 7 would meet the Purpose and Need.	Both Alternatives 5C and 7 would meet the Purpose and Need.
6. After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f).	<p>The following discussion is based on the information presented in Table S-6, Summary Comparison of Alternatives, presented in the Executive Summary of the Final EIR/EIS.</p> <p>Air Quality: Alternative 5C would result in an increase in particulate matter emissions, a decrease in mobile source air toxics and criteria pollutant emissions, and an overall reduced</p>	<p>The following discussion is based on the information presented in Table S-6, Summary Comparison of Alternatives, presented in the Executive Summary of the Final EIR/EIS.</p> <p>Air Quality: Impacts would be similar to</p>	<p>The magnitude of impacts to resources not protected by Section 4(f) would be greater under Alternative 7 than Alternative 5C.</p>

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
	<p>public health risk compared to the No Project conditions.</p> <p>Community Impacts: Alternative 5C would result in displacements (109 to 128 residential and 157 to 165 nonresidential). Alternative 5C would maintain existing vehicle access and would improve bicycle/pedestrian access.</p> <p>Noise: Alternative 5C would include 2.2 miles of new noise barriers and 5.3 miles of replacement noise barriers.</p> <p>Visual: Alternative 5C would result in visual impacts from improvements to existing transportation infrastructure.</p>	<p>Alternative 5C, but Alternative 7 would result in slightly higher particulate matter impacts.</p> <p>Community Impacts: Impacts would be similar to Alternative 5C, but Alternative 7 would result in greater displacements and fewer bicycle/pedestrian improvements (121 to 140 residential and 206 to 213 nonresidential).</p> <p>Noise: Impacts would be similar</p>	

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
	<p>Hazardous Waste: There is potential for hazardous materials to exist within the limits of Alternative 5C and areas where parcel acquisitions would occur; however, Alternative 5C would comply with applicable regulations for handling, removing, remediating, and/or disposing hazardous waste.</p> <p>Traffic: Alternative 5C would result in three segments operating at level of service F.</p> <p>Water Quality: Alternative 5C would result in an increase in impervious surfaces (156.4 acres), but it would improve existing conditions through implementation of</p>	<p>to Alternative 5C, but Alternative 7 would include longer noise barriers (2.7 miles of new noise barriers and 6.8 miles of replacement noise barriers).</p> <p>Visual: Alternative 7 would result in greater visual impacts from construction of an elevated freight corridor.</p> <p>Hazardous Waste: Impacts would be similar to Alternative 5C; however, Alternative 7</p>	

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
	<p>stormwater best management practices.</p> <p>Cultural Resources: Alternative 5C would impact four historic resources, but there would be no adverse effects on historic properties.</p> <p>Biology/Natural Resources: Alternative 5C would result in permanent direct impacts to 2.13 acres of estuarine and riparian/riverine habitats and permanent indirect impacts to 36.67 acres of this habitat.</p>	<p>would reduce public health risks associated with hazardous waste spills.</p> <p>Traffic: Compared to Alternative 5C, Alternative 7 would result in greater segments operating at level of service F (eight).</p> <p>Water Quality: Impacts would be similar to Alternative 5C; however, Alternative 7 would result in a greater increase of impervious</p>	

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
		<p>surfaces (256.9 acres).</p> <p>Cultural Resources: Impacts would be similar to Alternative 5C.</p> <p>Biology/Natural Resources: Impacts would be similar to Alternative 5C, but Alternative 7 would impact more acres of habitat (permanent direct impacts to 11.23 acres of estuarine and riparian/riverine habitats and permanent indirect impacts to</p>	

**Table 3: Least Overall Harm Analysis Factor from 23 CFR
774.3 (c)(1)**

Least Overall Harm Analysis Factor	Alternative 5C: Modernize the I-710 Freeway	Alternative 7: Add Clean- Emission Freight Corridor (Truck- Only Lanes) Along I-710	Conclusion
		42.36 acres of this habitat).	
7. Substantial differences in costs among the alternatives.	The total cost for Alternative 5C would be 4.67 billion dollars, 4.63 billion dollars with Option 1A, 4.71 billion dollars with Option 2A, and 4.8 billion dollars with Option 3A. The configuration of Alternative 5C would cost 5.22 billion dollars (in 2019 dollars).	The total cost for Alternative 7 would be 7.97 billion dollars, 7.96 billion dollars with Option 1B, and 8.12 billion dollars with Option 3B.	The cost for Alternative 7 would be substantially greater than for Alternative 5C.

4.6.3 Identification of the Least Overall Harm Alternative

A Least Overall Harm Analysis has been completed and after balancing the seven factors in 23 CFR 774.3 (c)(1) concerning the build alternatives under consideration, Alternative 5C has been identified as the Least Overall Harm Alternative among the build alternatives. However, the No Build Alternative has been identified as the Preferred Alternative.

Based on the above considerations, there is no feasible and prudent alternative to the use of land from Parque Dos Rios. The proposed action includes all possible planning to minimize harm to Parque Dos Rios resulting from such use and causes the least overall harm in light of the statute's preservation purpose.

As discussed in Chapter 4.0, Alternative 5C would result in the permanent incorporation of 2.13 acres of land from Parque Dos Rios into the transportation facility. Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. Because the remnant parcel outside the Alternative 7 footprint would have limited functionality and accessibility, the permanent use of the entire 8.5-acre park would be required under Alternative 7. Therefore, Alternative 5C would cause the least overall harm on Parque Dos Rios of the two build alternatives. As a result, Alternative 5C would result in less harm to Section 4(f) resources under Factors 1 through 4.

Under Factor 5, both Alternatives 5C and 7 would meet the project purpose and need. Under Factor 6, the analysis concluded that Alternative 5C would be environmentally superior, after mitigation, to Alternative 7 for the largest number of environmental parameters. In addition, the magnitude of adverse impacts would be less under Alternative 5C than Alternative 7 after implementation of avoidance, minimization, or mitigation measures. Under Factor 7, the analysis concluded the cost for Alternative 5C is substantially less than for Alternative 7.

5.0 DE MINIMIS IMPACT DETERMINATIONS

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment 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.

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

5.1 Cesar E. Chavez Park and Drake/Chavez Greenbelt

Cesar E. Chavez Park is a publicly owned public park located at 401 North Golden Ave. to the east of the Los Angeles River in the City of Long Beach, and is subject to protection under the requirements of Section 4(f). The existing park is comprised of six discontinuous parcels separated by streets crossing the park, including West Shoreline Dr., Broadway, and 3rd St. The southernmost parcel in Cesar E. Chavez Park includes Santa Cruz Park, which is a 0.92-acre green space with trees and benches adjacent to Ocean Blvd. The Golden Shore Marine Biological Reserve Park is located further south of Cesar E. Chavez Park.

Pedestrian and vehicle access for Cesar E. Chavez Park is available to the western portion of the park from North Golden Ave., 6th St., and 3rd St. However, there is no access to the eastern portion of the park because those parcels are bounded by a major street, West Shoreline Dr., which currently does not provide opportunities for vehicular or pedestrian access to that portion of the park.

There are two half-court basketball courts in the northwest corner of Cesar E. Chavez Park, to the west of Cesar Chavez Elementary School. Through a joint use agreement between the Long Beach Unified School District and Long Beach Department of Parks, Recreation and Marine, the basketball courts are available for use by the students during school hours. The basketball courts are available to members of the general public during after school hours. The sidewalk from 3rd St. south that turns west into the park provides access to the basketball courts for both students and park visitors.

The City of Long Beach is conducting the planning process for the Drake/Chavez Greenbelt project. The Draft Master Plan for the approximately 50-acre proposed

greenbelt shows extensive proposed connections among existing Cesar E. Chavez Park, the Los Angeles River Trail, Drake Park, and Loma Vista Park, in addition to a wide range of recreation and other public amenities within the park. The City of Long Beach has also prepared the Cesar E. Chavez Park Integration Plan, which proposes substantial enhancements to the existing park and builds upon other proposed facilities, including the Long Beach Municipal Urban Stormwater Treatment (MUST) Project and Shoemaker Bridge Replacement Project.

As shown on Figure 5-1, Alternative 5C and Alternative 7 would result in the permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park into the transportation facility. However, under the build alternatives, existing Shoreline Dr. would be consolidated into one corridor and shifted to the west side of this park. The existing road for Shoreline Dr. would be removed, and that land would be integrated into the park, resulting in a net increase of 2.99 acres in available park area. Therefore, implementation of the build alternatives would result in a larger, more functional park with a total of 28.38 acres of park area. Because the build alternatives would result in a net increase of park area, the use of the property would not adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

Under Alternative 5C and Alternative 7, the removal of the basketball courts west of Cesar E. Chavez Elementary School would be required. However, for any build alternative, the basketball courts would be replaced following construction to ensure that the activities, functions, and features of the park would not be adversely affected.

Review of aerial photographs of the part of Cesar E. Chavez Park west of Cesar E. Chavez Elementary School clearly shows that a large part of the area bounded by North Golden Ave., 3rd St., Shoreline Dr., and Broadway is an open, grassy, turf area. The City of Long Beach has the goal that the relocation of the basketball courts not affect the turf area used as a playground by the school. Review of the aerial photograph shows that areas in the westernmost part of that block, west of the sidewalk, may be large enough to accommodate the relocated basketball courts without substantively affecting the turf play area used by the school.



**FIGURE 5-1. PERMANENT USE OF LAND AT CESAR E. CHAVEZ PARK
ALTERNATIVE 5C AND ALTERNATIVE 7
I-710 Corridor**

Alternatively, the northernmost part of the block, north of the sidewalk, could accommodate the relocated basketball courts without affecting the large turf area south of the sidewalk and west of the school. Therefore, the removal and replacement of the basketball courts would not adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

As shown on Figure 5-2, Alternative 5C and Alternative 7 would require permanent incorporation of a portion (approximately 2.22 acres) of the planned linkage between Drake Park and Cesar E. Chavez Park. This portion of the greenbelt would be used as a roadway extending from the Shoemaker Bridge. After implementation of either build alternative, the greenbelt would continue to connect to the LARIO Trail, which would provide access between Cesar E. Chavez Park and Drake Park; therefore, the connectivity of the planned linkage between these parks would not be adversely affected. Therefore, the use of a portion of the property would not adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

An 8.7-acre portion of the Drake/Chavez Greenbelt opened on January 20, 2018, and includes a striped artificial turf soccer field, large grass multi-use areas, landscaped open space, a pedestrian walking trail, and on-site parking spaces. This 8.7-acre portion of the greenbelt is outside the limits of the build alternatives, and no activities, features, or attributes of this area would be affected by the build alternatives.

A TCE of approximately 21.9 acres in Cesar E. Chavez Park would be required during construction of Alternative 5C and Alternative 7 (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated). The TCE area includes a detour road of 0.41 acre, which would be graded and paved to allow temporary access during construction of realigned Broadway. In addition, for any build alternative, portions of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and construction workers. The closed areas would not be used for any construction activities and would be returned to public use in the same or would incorporate enhancements from the original design as when the areas were closed off to public access. A TCE of approximately 2.81 acres on the Drake/Chavez Greenbelt would also be required during construction of Alternative 5C and Alternative 7 just south of Anaheim St. and at the Shoemaker Bridge.

The park and greenbelt would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The use of approximately 19 acres in the southern part of Cesar E. Chavez Park for a TCE during construction of Alternatives 5C and 7 would likely result in the removal of all or nearly all of the existing vegetation on that parcel, including mature trees and shrubs, and grass.

For any build alternative, Caltrans' policy and practice are to return all areas disturbed temporarily during construction, including areas used for TCEs, to a condition as good as or better than prior to the temporary disturbance of those areas. Therefore, the construction activities in the TCE would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis.

For any build alternative, restoration of the area used for the TCE would be conducted in consultation with the City of Long Beach to ensure that the condition of that area is as good as or better than before it was used for the TCE. That restoration would include the provision of trees, shrubs, grass, and other plant materials as identified by Caltrans and the City. Therefore, the use of a portion of the property for a TCE is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the build alternatives would result in a *de minimis* impact on this property.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans initiated formal consultation with the City of Long Beach, the agency that owns and operates Cesar E. Chavez Park and the Drake/Chavez Greenbelt, and the Long Beach Unified School District because of its joint use agreement to use the basketball courts in Cesar E. Chavez Park during school hours (see Attachment A, Section 4(f) Consultation Letters).

The relevant information from this report was provided to these agencies during the consultation process with Caltrans to determine use and ensure that all reasonable measures to minimize harm to Section 4(f) properties have been considered. In addition, Caltrans has made *de minimis* impact determinations for Cesar E. Chavez Park and the Drake/Chavez Greenbelt and received written concurrence from the City of Long Beach on June 11, 2020, that the build alternatives would not adversely affect the activities,

features, and attributes that qualify the properties for protection under Section 4(f) (see Attachment B, Section 4(f) and Section 106 Concurrence Letters).

The following measures would be implemented for the build alternatives to minimize harm to this property. However, as noted above, the No Build Alternative has been identified as the Preferred Alternative and therefore these measures are included for disclosure purposes only.

PR-10 Design Refinements at Cesar E. Chavez Park. If a Build Alternative is selected, Caltrans will continue to identify and incorporate design refinements to avoid or minimize the permanent incorporation of, permanent easements at, and/or temporary use of land from, Cesar E. Chavez Park in the final design of the build alternatives.

PR-11 Future Boundaries and Improvements at Cesar E. Chavez Park.

(a) During final design, Caltrans will request that the City of Long Beach define the final boundaries of Cesar E. Chavez Park that will be the basis for the transfer of land from the public street right-of-way for Shoreline Dr. through Cesar E. Chavez Park (currently owned by the City of Long Beach) to within the boundary of the park. This shall be an internal transfer within the City of Long Beach, as the City currently owns the land for both Shoreline Dr. and Cesar E. Chavez Park. Prior to Final Design, Caltrans will secure approval from the Long Beach Parks and Recreation Commission.

(b) After the City has identified the new boundaries of the park, including the consolidation of the six discontinuous parcels into three larger parcels, Caltrans will coordinate with the City of Long Beach to:

- (b-1) Identify park improvements for the new areas added to the park, including removal of pavement and other materials from Shoreline Dr., the landscaping of those areas, and the provision of sidewalks and bicycle paths, as appropriate, connecting the consolidated parcels;
- (b-2) Develop a landscaping plan and bicycle path plan for the area over the 3rd St. depressed cross section;
- (b-3) Develop a plan for public access to the northwest portion of the park for passive activities such as wildlife viewing and walking;
- (b-4) Develop the plan for replacing the basketball courts in the portion of the park west of Cesar E. Chavez Elementary School;
- (b-5) Ensure consistency with the City of Long Beach Adopted Plans, Codes, Standard Conditions of Approval, Park Development

Requirements, the Cesar E. Chavez Park Integration Plan, the Drake/Chavez Greenbelt project, and grant agency requirements, with input from the community, to determine site layout, park amenities, buffers between park and freeway, parking, Americans with Disabilities Act (ADA) access, fencing, signage, neighborhood connections, irrigation improvements, and other park improvements.

(c) Any resulting replacement or other financial burden required by the grant agencies for the taking of park property for freeway use shall be mitigated at no cost or impact to the City of Long Beach.

(d) Design refinements will be considered, in consultation with the City of Long Beach, near the planned linkages between Drake Park and Cesar E. Chavez Park to minimize impacts on visibility into areas under overhead Caltrans structures. Any necessary irrigation improvements will be included in the project design and will be provided to the Director of the Department of Parks, Recreation and Marine for review and approval.

PR-12 Replacement of Basketball Courts at Cesar E. Chavez Park. Caltrans will coordinate with the City of Long Beach and LBUSD on the replacement of the basketball courts that will be removed by the build alternatives in a location accessible to Cesar E. Chavez Elementary School and park visitors. Because the basketball courts are in the area used by the school, the replacement courts will be constructed no later than three months after closure of the existing courts. Construction on portions of the park accessible to Cesar E. Chavez Elementary School would be scheduled during summer months, as feasible, in coordination with LBUSD.

PR-13 Temporary Construction Activities at Cesar E. Chavez Park and Drake/Chavez Greenbelt.

(a) Caltrans will require the Construction Contractor to notify the Department of Parks, Recreation and Marine 72 hours prior to the start of construction work. Notification will be directed to the Superintendent of Park Maintenance.

(b) Caltrans will require the Construction Contractor to identify all proposed closures of areas within Cesar E. Chavez Park (including streets), no less than 90 days prior to when each closure would begin.

(c) No less than 90 days prior to when a closure would begin, Caltrans will require the project Construction Contractor to provide the following to the City of Long Beach Parks, Recreation and Marine Department and LBUSD:

- (c-1) A map of each proposed closure, clearly showing each park area proposed to be closed temporarily, including identification of any street closures.
- (c-2) A plan for providing signage and notifications through other public information outlets to inform the public and park visitors of upcoming closures of areas within the park.
- (c-3) Estimate of the duration of each closure.
- (c-4) Identification of alternative vehicle and trail routes to/through and/or around the park, as appropriate.
- (c-5) Identification of park features that would be unavailable to the public during the closure.

(d) Caltrans will require the Construction Contractor to obtain written approval from the City of Long Beach and LBUSD for each proposed closure in Cesar E. Chavez Park and the Drake/Chavez Greenbelt no less than 45 days prior to when the closure would begin. These approvals are intended to ensure that the project would not disrupt park programs, services, or budgeted revenue.

(e) For Cesar E. Chavez Park and the Drake/Chavez Greenbelt, Caltrans will require the Construction Contractor to provide a construction staging and equipment access plan, and contractor parking and access plan for approval by the Director of Parks, Recreation, and Marine prior to the start of construction. Caltrans will require the Construction Contractor to implement appropriate measures, such as the placement of plywood in all areas of heavy equipment ingress/egress, to prevent damage to underground irrigation infrastructure during construction.

(f) Caltrans will require the Construction Contractor to provide an information telephone number that park visitors can use to contact the Construction Contractor for more information regarding individual closures. The Construction Contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The Construction Contractor will also be required to provide this information to the City of Long Beach Parks, Recreation and Marine Department.

(g) Caltrans will require the Construction Contractor to provide irrigation during construction to ensure the health of landscaping, and to install a temporary water meter to be paid for by the Construction Contractor.

(h) Caltrans will require the Construction Contractor to return areas of the park closed temporarily during construction to their original, or better, conditions after completion of construction, and those temporarily closed areas will be returned to the City.

PR-14 Temporary Construction Easement at Cesar E. Chavez Park and Drake/Chavez Greenbelt.

(a) At the completion of construction using the TCE at Cesar E. Chavez Park, Caltrans will require the Construction Contractor or will compensate the City to return the area occupied by that TCE to its original condition. This will include, but not be limited to, replacement of plant material, removal of weeds, removal of trash, regrading and compacting of the TCE area.

(b) Caltrans will also require the Construction Contractor to secure the construction area, monitor the site, repair any damage to the site caused by vandalism, and address homeless clean-up and removal costs as result of homeless activity at the site.

PR-15 Temporary Closure for Detour Road in Cesar E. Chavez Park. When the temporary detour road in Cesar E. Chavez Park is no longer needed, Caltrans will require the Construction Contractor or compensate the City to remove the road materials and return the area occupied by the temporary detour road to its original condition and/or incorporate enhancements to the road.

5.2 Los Angeles River and Rio Hondo Trails

The Los Angeles River and Rio Hondo Trails are multiuse bike trails that together are referred to as the LARIO Trail. The paved trails are in right-of-way that is separate from any roads. The trails are publicly owned lands used for recreation purposes and are subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require short-term, temporary closures of trail crossings at I-710 and local streets during construction. There are numerous trail crossings in the study area, starting from East Ocean Blvd. in the south to Slauson Ave. in the north, and the temporary closures would occur along several local streets in between these southern and northern limits. These closures would be temporary and may range from a few days to several months in duration, depending on the construction activities related to the build alternatives at a given trail crossing. For any build alternative, alternative/detour routes for the trails would be provided whenever a closure would be needed.

For any build alternative, the segments of the Los Angeles River and the Rio Hondo Trails at the affected crossings of I-710 and the local streets would be returned to their original

condition and/or incorporate enhancements at the completion of construction and would be reopened to public use. Because impacts from the build alternatives on the trails would be temporary and detours would be provided, the uses of the properties would not adversely affect the activities, features, and attributes that qualify the trails for protection under Section 4(f).

With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the build alternatives would result in a *de minimis* impact on the properties.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans initiated formal consultation with the Los Angeles County Department of Public Works (LACDPW) and the Los Angeles County Parks and Recreation Department, the agencies that own and operate the Los Angeles River and Rio Hondo Trails (see Attachment A, Section 4(f) Consultation Letters).

The relevant information from this report was provided to these agencies during the consultation process with Caltrans to determine use and ensure that all reasonable measures to minimize harm to the Section 4(f) properties have been considered. In addition, Caltrans made a *de minimis* impact determination for the Los Angeles River and Rio Hondo Trails, and received written concurrence from LACDPW on September 3, 2019, and from the Los Angeles County Parks and Recreation Department on August 20, 2020, that the build alternatives would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f) (see Attachment B, Section 4(f) and Section 106 Concurrence Letters).

The following measures would be implemented for the build alternatives to minimize harm to the properties. However, as noted above, the No Build Alternative has been identified as the Preferred Alternative and therefore these measures are included for disclosure purposes only.

PR-16 Development of Closures of the Los Angeles River and the Rio Hondo Trails and Bikeways. Prior to any temporary closures of the Los Angeles River Trail and Bikeway and/or the Rio Hondo Trail and Bikeway, Caltrans will require the Construction Contractor to meet with the Los Angeles County Department of Public Works (LACDPW) and the Los Angeles County Parks and Recreation Department to review the location and need for each closure. Although the trails and bikeways converge at some points, the trails and

bikeways are independent of each other and are typically adjacent. Detours for each closure will be developed in consultation with the LACDPW and the Los Angeles County Parks and Recreation Department. In accordance with the Los Angeles County Parks and Recreation Department's requirements, detours will accommodate equestrian users (in addition to pedestrians and bicyclists).

- PR-17 Signing for Detours of the Los Angeles River and Rio Hondo Trails and Bikeways.** Caltrans will require the Construction Contractor to develop signs directing trail users to alternative routes in consultation with the LACDPW, the Los Angeles County Parks and Recreation Department, and the local jurisdictions through which detours would be routed. Appropriate directional and informational signage will be provided by the Construction Contractor prior to each closure and far enough away from the closure, so that trail and bikeway users will not have to backtrack to get to the detour route.
- PR-18 Contact Information during Closures and Detours of the Los Angeles and Rio Hondo Trails and Bikeways.** Caltrans will require the Construction Contractor to provide a contact number and other information to trail and/or bikeway users to contact the Construction Contractor regarding upcoming or active trail and/or bikeway closures. The Construction Contractor will also be required to provide that information to the LACDPW, the Los Angeles County Parks and Recreation Department, and the City Public Works Departments in the jurisdictions where the closures/detours are located.
- PR-19 Restoration of Closed Areas on the Los Angeles and Rio Hondo Trails and Bikeways.** Caltrans will require the Construction Contractor to return trail and/or bikeway segments, which are located at the affected crossings of I-710 and the local streets and that would be closed temporarily during construction, to the LACDPW and the Los Angeles County Parks and Recreation Department in their original condition, and/or with enhancements incorporated, after completion of construction; and the ownership of those temporarily closed areas will remain with the original owner (the LACDPW and the Los Angeles County Parks and Recreation Department).

5.3 Dominguez Gap and DeForest Treatment Wetlands

The Dominguez Gap and DeForest Treatment Wetlands are a publicly owned multipurpose wetland area in the City of Long Beach adjacent to the Los Angeles River, and are subject to protection under the requirements of Section 4(f). The wetland area includes basins that provide for wildlife habitat, water quality improvement, groundwater recharge, passive recreation, and education.

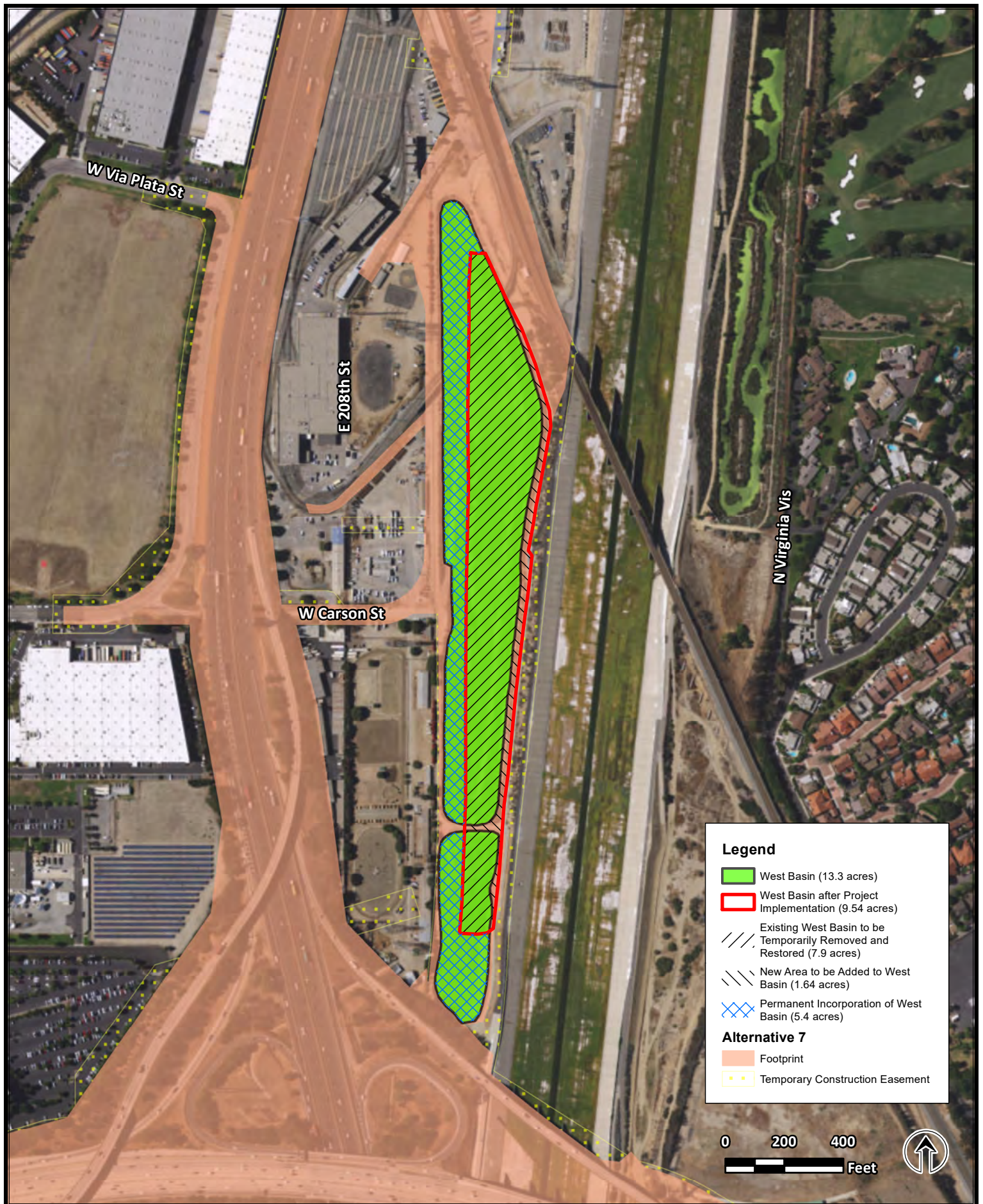
Two basins, the DeForest Market Street Basin and the Dominguez Gap West Basin, are within the study area. Recreational amenities at the DeForest Market Street Basin include trails with interpretative and orientation signage around the perimeter of the basin. Recreational amenities at the West Basin include the West Basin Trail, which is intended primarily for birdwatchers and is also located around the perimeter of the basin.

As shown on Figure 5-3, Alternative 7 would require the removal of the entire Dominguez Gap West Basin (13.3 acres). However, only 5.4 acres along the western edge of the existing basin would be permanently incorporated into the transportation facility, and the remaining 7.9 acres would be restored as a basin in the same location following construction. The temporary removal and restoration of this 7.9-acre area would constitute a temporary occupancy.

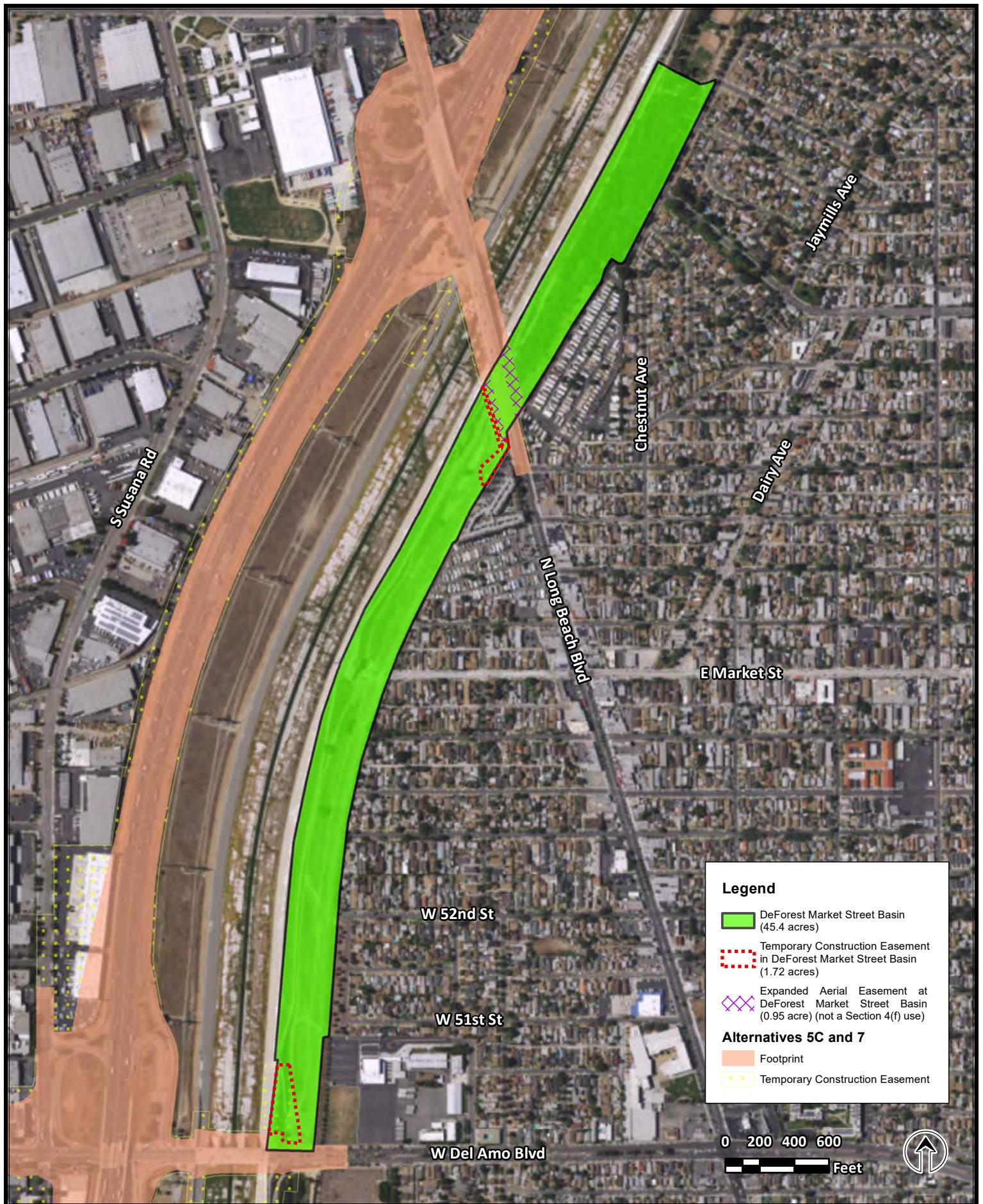
An additional 1.64 acres outside of the existing basin would also be added to the restored basin area, for a total basin area of 9.54 acres. Therefore, Alternative 7 would result in an overall net loss of 3.76 acres of the existing basin area. For Alternative 7, recreational trails around the basin would be restored following construction.

While the basin would be reduced in size from 13.3 acres to 9.54 acres, the new basin would serve a similar function as the existing basin, and recreational activities would still be available on the property. For Alternative, temporary closures of the recreational trails around the basin would be required during construction. However, because the recreational trails around the basin would be restored following construction of Alternative 7, the use of approximately 5.4 acres of the property would not adversely affect the activities, features, and attributes that qualify the trails for protection under Section 4(f).

As shown on Figure 5-4, Alternative 5C and Alternative 7 would require the construction of a wider bridge over the DeForest Market Street Basin at North Long Beach Blvd., requiring an expanded bridge and aerial easement that is 0.44 acre wider than the existing bridge and easement.



**FIGURE 5-3. IMPACTS ON THE DOMINGUEZ GAP WEST BASIN
ALTERNATIVE 7
I-710 Corridor Project**



The aerial easement would not constitute a use of the DeForest Market Street Basin since there would not be any physical incorporation of land into the transportation facility. In terms of potential constructive use, the proposed bridge and aerial easement would not be substantially wider than the existing bridge and easement, and would therefore not result in substantial visual impacts. The wider aerial easement would not interfere with any of the activities, features, or attributes of any recreational activities beneath the bridge, and would not result in any proximity impacts that would substantially impair the resource. Therefore, the wider aerial easement does not constitute a use under Section 4(f).

As shown on Figure 5-4, Alternative 5C and Alternative 7 would require 0.71 acre of the DeForest Market Street Basin for a TCE during construction of the either of the build alternatives. The TCE area would be required to construct the wider bridge over the basin at North Long Beach Blvd., and to restore a maintenance access road to Del Amo Blvd. The basin would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, light grading, and other similar activities.

The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. The area used for the TCE would be returned to a condition at least as good as that which existed prior to construction. Because impacts in the basin would be temporary, the use of the property would not adversely affect the activities, features, and attributes that qualify the basin for protection under Section 4(f).

With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the build alternatives would result in a *de minimis* impact to the property.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans initiated formal consultation with the LACDPW, the agency that owns and operates the Dominguez Gap and DeForest Treatment Wetlands (see Attachment A, Section 4(f) Consultation Letters).

The relevant information from this report was provided to this agency during the consultation process with Caltrans to determine use and ensure that all reasonable measures to minimize harm to the Section 4(f) property have been considered. In addition, Caltrans made a *de minimis* impact determination for the Dominguez Gap and DeForest Treatment Wetlands, and received written concurrence from this agency on

September 5, 2019, that the build alternatives would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) (see Attachment B, Section 4(f) and Section 106 Concurrence Letters).

The following measure would be implemented for the build alternatives to minimize harm to the properties. However, as noted above, the No Build Alternative has been identified as the Preferred Alternative and therefore these measures are included for disclosure purposes only.

PR-20 Temporary Construction Activities on the Dominguez Gap and DeForest Treatment Wetlands. At the completion of construction activities on the Dominguez Gap and DeForest Treatment Wetlands, Caltrans will require the Construction Contractor to return the area occupied by the construction activities to a condition as good as or better than prior to its use for construction. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the LACDPW, and the Construction Contractor.

PR-21 Lighting for Pedestrian and Bicyclist Safety. Lighting would be installed along the portion of the existing Los Angeles River Bicycle Trail that travels under the widened North Long Beach Blvd. bridge structure. Lighting would be developed in consultation with the Los Angeles County Department of Public Works and illuminated in accordance with the Illuminating Engineering Society of North America (IESNA) lighting recommendations for pedestrian and bike paths.

5.4 Union Pacific Railroad (Primary No. 19-186110/30-176630)

A segment of the Union Pacific Railroad (Primary No. 19-186110/P-30-176630) is within the APE and is eligible for the National Register. Therefore, this property is subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require the minor realignment of one segment of the Union Pacific Railroad (a portion of Primary No. 19-186110/P-30-176630, south of Patata St. in the City of South Gate) to accommodate lane additions and the modified freeway realignment. This affected portion of the Union Pacific Railroad is a non-contributing segment that has been altered and does not contribute to the significance of the Union Pacific Railroad. Further, the minor realignment would not impact the overall significance of the Union Pacific Railroad. Therefore, this segment of the rail lines would continue to be eligible for the National Register.

The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on September 20, 2012 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a *de minimis* impact determination for the effects of the build alternative related to the permanent acquisition of land from the Union Pacific Railroad (Primary No. 19-186110/P-30-176630) as a result of Alternative 7. However, because Alternative 5C would not result in a use of the resource, written concurrence from SHPO on impacts from Alternative 5C is not required.

5.5 Boulder Dam-Los Angeles Transmission Lines

Segments of the Boulder Dam-Los Angeles Transmission Lines (two parallel electrical transmission circuits carried on steel lattice towers) cross over I-710 in the Study Area. The transmission lines were constructed in 1935-1936 and were found to be eligible for the National Register in 2000 under Criteria A and C. Therefore, the property is subject to protection under the requirements of Section 4(f).

Alternative 5C would not result in a use of the Boulder Dam-Los Angeles Transmission Lines. However, under Alternative 7, permanent changes at the transmission lines would be required. The transmission lines would need to be raised 55 feet to provide the required 30-foot vertical clearance between the highest freeway component (the freight corridor) and the transmission lines. These changes would require modifying one tower on each side of I-710, or replacing the towers with new towers that would be a sufficient height to provide the required clearance between the freeway facility and the transmission lines.

The modified or new towers would be entirely within existing City of Los Angeles rights-of-way, and for any build alternative, the design and implementation of the modified or new towers would be conducted entirely by LADWP. The modifications to the existing towers, or construction of new towers, would not result in any change in the number of transmission lines. The proposed modifications for the Alternative 7 are similar to other structural modifications and replacements previously made along these lines to allow for safe operation of the transmission lines. Therefore, the proposed changes to the transmission lines and towers under Alternative 7 would not substantively affect the resource and would not reduce the integrity of the historic property to a degree where the property would no longer be eligible for the National Register.

The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on September 20, 2012 (see Attachment B, Section 4(f) and Section 106 Concurrence

Letters). Therefore, Caltrans has made a *de minimis* impact determination for the build alternatives effects related to the permanent acquisition of land from the Boulder Dam-Los Angeles Transmission Lines. A letter was sent on April 8, 2019, to notify SHPO that a non-response for the purposes of a “no adverse effect” determination will be treated as the written concurrence for a *de minimis* impact finding (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). As of May 1, 2019, no response was received from SHPO, and therefore Caltrans has assumed SHPO concurrence with the *de minimis* impact determination.

5.6 Dale’s Donuts

Dale’s Donuts, at 4502 Alondra Blvd. in the City of Compton (Assessor’s Parcel Number (APN) 7301-001-001), is in the APE for the I-710 Corridor Project and is eligible for the National Register and California Register of Historical Resources (California Register). Therefore, the property is subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would result in the permanent incorporation of 0.01 acre of land from the property occupied by Dale’s Donuts into the transportation facility. The 0.01 acre of land would be required to provide additional intersection turn lanes. The land that would be needed for the build alternatives would include a curb and some parking, but would not affect the structure, which is the feature of this property that qualifies it for the National Register.

The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on September 20, 2012 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a *de minimis* impact determination for the build alternatives effects related to the permanent acquisition of land from Dale’s Donuts. A letter was sent on April 8, 2019, to notify SHPO that a non-response for the purposes of a “no adverse effect” determination will be treated as the written concurrence for a *de minimis* impact finding (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). As of May 1, 2019, no response was received from SHPO; therefore, Caltrans has assumed SHPO concurrence with the *de minimis* impact determination.

5.7 Drake Park National Register-Eligible Historic District

The Drake Park Historic District was determined eligible for inclusion in the National Register by the Secretary of the Interior as a Certified Historic District on June 29, 1987, for the purposes of the Tax Reform Act of 1986, qualifying residents for federal tax incentives. Therefore, the property is subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require a temporary vehicular detour along Daisy Ave. between 7th and 9th Sts. within the Drake Park National Register-Eligible Historic District. In addition, 7th St. between Maine and Daisy Aves. would be modified from a one-way to a two-way street utilizing the existing right-of-way. This would require restriping of the roadway, and possibly the replacement of the concrete curb and sidewalk on the north side of the street, within the district boundaries. For any build alternative, as construction design plans are further developed, the necessity of replacing the curb and concrete would be determined. If replacement is needed, it would be in-kind to match the existing scored concrete sidewalk pattern.

The temporary vehicular detour would affect the district by altering traffic patterns within the district; however, this temporary condition would not diminish the integrity of the entire district's significant historic features. In addition, the in-kind replacement of a segment of curb and sidewalk and restriping of vehicular lanes would not diminish the district's integrity.

The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on December 20, 2018 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a *de minimis* impact determination for the build alternatives effects related to the temporary vehicular detour and permanent improvements on the Drake Park National Register-Eligible Historic District. A letter was sent on April 8, 2019, to notify SHPO that a non-response for the purposes of a “no adverse effect” determination will be treated as the written concurrence for a *de minimis* impact finding (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). As of May 1, 2019, no response was received from SHPO; therefore, Caltrans has assumed SHPO concurrence with the *de minimis* impact determination.

5.8 Los Angeles River Flood Control Channel

The Los Angeles River Flood Control Channel is an approximately 51-mile linear resource extending from the river's source at the confluence of Bell Creek and Arroyo Calabasas in the San Fernando Valley to its mouth at the Pacific Ocean in Long Beach. The portion of the Los Angeles River Flood Channel that coincides with the 710 Corridor is an approximately 15-mile segment from Slauson Ave. at the north to Ocean Ave. at the south (referred to here as the “segment”). The subject segment of the Los Angeles River Flood Channel, including its confluences with Rio Hondo and Compton Creek, is presumed to be eligible for listing in the National Register as a contributor to a potential district for the purposes of this project only. Therefore, the property is subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require modifications to existing levees within the Los Angeles River Flood Control Channel, which would require portions of the reinforced concrete channel to be replaced in-kind. In addition, several bridges that cross the channel are proposed to be widened, replaced, or added. This would require bridge bents and piers within the channel to be extended, replaced, or added.

The levee modifications would alter the reinforced concrete channel in the sense that extant portions of reinforced concrete, presumably original, would be replaced in-kind with new reinforced concrete to match. However, the area of change would be minimal in comparison to the 15-mile subject segment and the 51-mile Los Angeles River Flood Control Channel as a whole and would not diminish the integrity of materials. The widened, replaced, and new bridges, and the associated extended, replaced, or new bridge bents/pier walls, would introduce new visual elements to the immediate setting of the Los Angeles River Flood Control Channel. However, these new visual elements would not diminish the integrity of setting for the segment or the district as a whole.

The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO was received on December 20, 2018 (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). Therefore, Caltrans has made a *de minimis* impact determination for the build alternatives effects related to the permanent improvements at the Los Angeles River Flood Control Channel. A letter was sent on April 8, 2019, to notify SHPO that a non-response for the purposes of a “no adverse effect” determination will be treated as the written concurrence for a *de minimis* impact finding (see Attachment B, Section 4(f) and Section 106 Concurrence Letters). As of May 1, 2019, no response was received from SHPO; therefore, Caltrans has assumed SHPO concurrence with the *de minimis* impact determination.

6.0 RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F)

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.”

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project build alternatives do not permanently use the property and do not hinder the preservation of the property.

6.1 Bandini Park/Batres Community Center

Bandini Park/Batres Community Center is an existing park at 4725 Astor Avenue in the City of Commerce. The park includes sports fields and courts, a community center, a children’s playground and wading pool, a fitness zone, and picnic shelters with barbeque pits.

In the draft phase of the document, the build alternatives would have encroached into the property boundaries of the resource, which Caltrans had preliminary determined to be a *de minimis* impact. However, after consultation with the official with jurisdiction, as described in Section 7.1.5, the build alternatives have been re-designed to avoid a use of this resource. Alternative 5C improvements to the I-710 mainline and I-710 north/I-5 north connector ramps would now be completed entirely within the right-of-way limits of an aerial easement over Bandini Park that Caltrans had previously acquired. In addition, for any build alternative, the Construction Contractor would be prohibited from accessing Bandini Park or otherwise utilizing the park for staging or construction storage, and construction in this area would be performed from the deck of the overhead structure.

Because Alternative 5C improvements would be completed on the overhead structure within an existing aerial easement, there would be no changes to the accessibility of Bandini Park. In addition, there would be no impacts related to vegetation or wildlife, because the Alternative 5C would not require vegetation removal or habitat disturbance within Bandini Park. As identified in the Final EIR/EIS, visual impacts would be moderately low and would not result in substantial impairment of the park. Indirect air quality and noise impacts would result from the build alternatives at Bandini Park. However, the park is adjacent to an existing transportation facility and railyard with existing air emissions

and traffic noise, which currently do not interfere with the activities, features, and attributes of the park. Additional indirect air quality and noise impacts from the build alternatives are not anticipated to result in substantial impairment of the park. Therefore, the build alternatives would not affect the activities, features, or attributes of Bandini Park, and the build alternatives would not result in a use of this resource under the requirements of Section 4(f).

6.2 Coolidge Park, Los Cerritos Park, and Cressa Park

During the draft phase of the document, the following resources were evaluated for temporary occupancy:

- **Coolidge Park:** Coolidge Park is a 6.1-acre park and contains facilities that include a baseball field, basketball courts, staff office, spray pool, and a picnic area.
- **Los Cerritos Park:** Los Cerritos Park is a 7.24-acre park and contains facilities that include tennis courts, a playground, and a picnic area.
- **Cressa Park:** Cressa Park is a 0.94-acre park and features native wildflowers and a walking trail.

However, the build alternatives were refined and would now avoid these resources, and would not result in a use of these resources with implementation of the following measures to minimize harm:

PR-22 Temporary Construction Activities Adjacent to Coolidge Park, Los Cerritos Park, and Cressa Park.

(a) Prior to project construction, Caltrans will coordinate with the City of Long Beach Parks, Recreation and Marine Department to ensure consistency with the City of Long Beach Standard Conditions of Approval and Park Development Requirements for temporary construction activities adjacent to Coolidge Park, Los Cerritos Park, and Cressa Park. Caltrans will also coordinate with the City of Long Beach regarding construction activities and impacts, any TCEs adjacent to the parks, timing, and phasing.

(b) Caltrans will require the Construction Contractor to notify the Department of Parks, Recreation and Marine 72 hours prior to the start of construction work adjacent to Coolidge Park, Los Cerritos Park, or Cressa Park. Notification will be directed to the Superintendent of Park Maintenance.

(c) Caltrans will require the Construction Contractor to identify all proposed closures of areas adjacent to Coolidge Park, Los Cerritos Park, and Cressa Park, no less than 90 days prior to when each closure would begin.

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

(d) No less than 90 days prior to when a closure would begin, Caltrans will require the project Construction Contractor to provide the following to the City of Long Beach Parks, Recreation and Marine Department:

- (d-1) A map of each proposed closure, clearly showing each adjacent area proposed to be closed temporarily, including identification of any street closures.
- (d-2) A plan for providing signage and notifications through other public information outlets to inform the public and park visitors of upcoming closures of areas adjacent to the park.
- (d-3) Estimate of the duration of each closure.
- (d-4) Identification of alternative vehicle and trail routes to/through and/or around the park, as appropriate.

(e) Caltrans will require the Construction Contractor to provide an information telephone number that park visitors can use to contact the Construction Contractor for more information regarding individual closures. The Construction Contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The Construction Contractor will also be required to provide this information to the City of Long Beach Parks, Recreation and Marine Department.

(f) At Coolidge Park, Caltrans will require the Construction Contractor to protect the eastern edge of the park from any construction impacts and to provide adequate fencing to separate the park activities from construction activities. The park will not be available for access to the freeway for construction activities, and necessary access will be located elsewhere away from the park.

(g) At Los Cerritos Park, Caltrans will require the Construction Contractor to protect the western edge of the park from any construction impacts and to provide adequate fencing to separate the park activities from construction activities. The park will not be available for access to the freeway for construction activities, and necessary access will be located elsewhere away from the park.

6.3 Wrigley Greenbelt

Wrigley Greenbelt is 9.8 acres of open space consisting of walking and bicycle trails through landscaped areas. The greenbelt is publicly owned land used for recreation purposes and is subject to protection under the requirements of Section 4(f).

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

During the draft phase of the document, Wrigley Greenbelt was evaluated for temporary occupancy. However, the build alternatives were refined and would now avoid these resources, and would not result in a use of these resources with implementation of measures to minimize harm.

For any build alternative, the following measures would be implemented to minimize harm to the property:

PR-23 Temporary Construction Activities Adjacent to the Wrigley Greenbelt.

(a) Prior to project construction, Caltrans will coordinate with the City of Long Beach Parks, Recreation and Marine Department to ensure consistency with the City of Long Beach Standard Conditions of Approval and Park Development Requirements for temporary construction activities adjacent to the Wrigley Greenbelt. Caltrans will also coordinate with the City of Long Beach regarding construction activities and impacts, TCEs, timing, and phasing.

(b) Caltrans will require the Construction Contractor to notify the Department of Parks, Recreation and Marine 72 hours prior to the start of construction work adjacent to the Wrigley Greenbelt. Notification will be directed to the Superintendent of Park Maintenance.

(c) Caltrans will require the Construction Contractor to identify all proposed closures of areas adjacent to the Wrigley Greenbelt no less than 90 days prior to when each closure would begin.

(d) No less than 90 days prior to when a closure would begin, Caltrans will require the project Construction Contractor to provide the following to the City of Long Beach Parks, Recreation and Marine Department:

- (d-1) A map of each proposed closure, clearly showing each adjacent area proposed to be closed temporarily, including identification of any street closures.
- (d-2) A plan for providing signage and notifications through other public information outlets to inform the public and park visitors of upcoming closures of areas adjacent the park.
- (d-3) Estimate of the duration of each closure.
- (d-4) Identification of alternative vehicle and trail routes to/through and/or around the park, as appropriate.

The proposed closures of areas adjacent to the Wrigley Greenbelt will not disrupt public access to the resource. Existing public access to the Wrigley Greenbelt will be maintained for the duration of construction.

(e) Caltrans will require the Construction Contractor to obtain written approval from the City of Long Beach for each proposed closure adjacent to the Wrigley Greenbelt no less than 45 days prior to when the closure would begin. These approvals are intended to ensure that the project would not disrupt park programs, services, or budgeted revenue.

(f) Caltrans will require the Construction Contractor to provide an information telephone number that park visitors can use to contact the Construction Contractor for more information regarding individual closures. The Construction Contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The Construction Contractor will also be required to provide this information to the City of Long Beach Parks, Recreation and Marine Department.

6.4 Public Equestrian Rest Area

The Public Equestrian Rest Area (PERA) is a planned equestrian recreational facility that would encompass approximately 55,000 square feet (1.27 acres). The facility would be located between 31st St. and Spring St. along the Los Angeles River within Los Angeles County Flood Control District right-of-way in the City of Long Beach. The facility would include features such as six round pens, tie rails, horse automatic waterers, drinking fountains, mounting blocks, a multi-use walking path, drainage improvements, and landscaping. The facility would be owned and operated by LACDPW. At the time this analysis was performed, the PERA project was in the design phase and anticipated to be constructed in early 2021.

The build alternatives propose improvements at the Spring St. pedestrian bridge that would be adjacent to the PERA facility. These improvements would include construction of a linkage to the existing pedestrian path over the Los Angeles River and through the existing levee, with an access point from Spring St. All improvements under the build alternatives would be located behind a fence that separates the levee from the proposed multi-use walking path in the PERA facility. Therefore, the build alternatives would avoid the PERA facility, and, for any build alternative, would not result in a use of this planned resource with implementation of the following measures to minimize harm:

PR-24 Temporary Construction Activities Adjacent to the Public Equestrian Rest Area (PERA).

(a) Prior to project construction, Caltrans will coordinate with LACDPW regarding temporary construction activities adjacent to the PERA facility.

(b) Caltrans will require the Construction Contractor to notify LACDPW 72 hours prior to the start of construction work adjacent to the PERA facility. Caltrans will require the Construction Contractor to identify all proposed closures of areas adjacent to the PERA facility no less than 90 days prior to when each closure would begin. No less than 90 days prior to when a closure would begin, Caltrans will require the project Construction Contractor to provide the following to LACDPW:

- (b-1) A map of each proposed closure, clearly showing each adjacent area proposed to be closed temporarily, including identification of any street closures.
- (b-2) A plan for providing signage and notifications through other public information outlets to inform the public and facility visitors of upcoming closures of areas adjacent the facility.
- (b-3) Estimate of the duration of each closure.
- (b-4) Identification of alternative vehicle and trail routes to/through and/or around the facility, as appropriate.

(c) Caltrans will require the Construction Contractor to obtain written approval from LACDPW for each proposed closure adjacent to the PERA facility no less than 45 days prior to when the closure would begin. These approvals are intended to ensure that the project would not disrupt facility programs, services, or budgeted revenue.

(d) Caltrans will require the Construction Contractor to provide an information telephone number that facility visitors can use to contact the Construction Contractor for more information regarding individual closures. The Construction Contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The Construction Contractor will also be required to provide this information to LACDPW.

6.5 Other Section 4(f) Resources

This section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or next to the Study Area that do not trigger Section 4(f)

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

protection because either: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, (4) the project build alternatives do not permanently use the property and do not hinder the preservation of the property, or (5) the proximity impacts do not result in constructive use.

The Study Area cities are shown on Figure 2-1. The resources listed in Table 4, Table 5, and Table 6 were determined to not trigger protection under the requirements of Sections 4(f) and 6(f) as a result of the build alternatives. Table 4, Table 5, and Table 6 are provided following the last page of this section.

Table 4 lists resources that would qualify for protection under Section 4(f) within 0.5 mile of the proposed I-710 Corridor Project improvements proposed under the build alternatives. There would be no permanent or use of these resources by the build alternatives, based on overlaying the build alternatives right-of-way limits and TCEs over the area within 0.5 mile of the build alternatives improvements.

The resources within 0.5 mile of the proposed improvements proposed under the build alternatives were evaluated to assess constructive use, and whether any project-related effects would result in proximity impacts after mitigation that would be so severe that the activities, features, and/or attributes that qualify those properties for protection under Section 4(f) would be substantially impaired. Substantial impairment occurs when the activities, features, and/or attributes of the property are substantially diminished resulting in the value of the resource in terms of its Section 4(f) significance being meaningfully reduced or lost.

Based on their closer proximity to the build alternatives, the following resources were specifically evaluated for constructive use, but no severe proximity impacts were identified in the RDEIR/SDEIS:

- **Drake/Chavez Soccer Fields and Greenbelt Project:** In January 2018, the City of Long Beach opened new soccer fields adjacent to Drake Park (Drake/Chavez Soccer Fields and Greenbelt Project), which are located on a 8.7-acre portion of the 50-acre Drake/Chavez Greenbelt shown in the *Long Beach RiverLink Plan* (City of Long Beach, 2007). The soccer fields are outside the limits for the build alternatives, and no activities, features, or attributes would be affected by the build alternatives. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the build alternatives. Visual, noise, and air quality impacts would not result in substantial impairment because no severe proximity impacts at the soccer fields/greenbelt are identified in the EIR/EIS.

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

- **Oregon Park:** Oregon Park is a proposed park at the intersection of Oregon Avenue and Del Amo Boulevard in the City of Long Beach, and would include a soccer field, tot lot, and picnic area. The park has not yet been constructed. The park is outside the limits for the build alternatives, and no activities, features, or attributes would be affected by the build alternatives. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the build alternatives. Visual, noise, and air quality impacts would not result in substantial impairment because no severe proximity impacts at the park are identified in the EIR/EIS.
- **Baker Street Park:** Baker Street Park is an existing park at 676 Baker St. with a children's playground and picnic area. The park is outside the limits for the build alternatives, and no activities, features, or attributes would be affected by the build alternatives. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the build alternatives. Visual, noise, and air quality impacts would not result in substantial impairment because no severe proximity impacts at the park are identified in the EIR/EIS.
- **72nd Street Staging Area:** The 72nd Street Staging Area is a 3-acre arena and park with a corral pen and bleacher area. The park is outside the limits for the build alternatives, and no activities, features, or attributes would be affected by the build alternatives. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the build alternatives. Visual, noise, and air quality impacts would not result in substantial impairment because no severe proximity impacts at the staging area are identified in the EIR/EIS.
- **Dills Park:** The park is outside the limits for the build alternatives, and no activities, features, or attributes would be affected by the build alternatives. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the build alternatives. Visual and air quality impacts would not result in substantial impairment because no severe proximity impacts at the park are identified in the RDEIR/SDEIS. Indirect noise impacts would result from the build alternatives at Dills Park; however, the park is currently located adjacent to an existing transportation facility with existing traffic noise, which currently does not interfere with the activities, features, and attributes of the park. Additional indirect noise impacts from the build alternatives are not anticipated to result in substantial impairment of the park.

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

For the remaining resources in Table 4, a review of the technical analyses in the EIR/EIS did not identify any proximity impacts from the build alternatives that would be so severe after mitigation as to result in substantial impairment of the activities, features, and/or attributes that qualify the properties listed in Table 4 for protection under Section 4(f). Because no severe proximity impacts have been identified in the EIR/EIS, it was determined that the build alternatives would not result in the constructive use of the resources listed in Table 4. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered by the build alternatives for the resources listed in Table 4.

Table 5 lists resources that do not include any designated recreational resources, trails, or wildlife and wildfowl habitats, or are privately owned and operated. Therefore, they would not trigger the requirements for protection under Sections 4(f) and 6(f).

Table 6 lists resources more than 0.5 mile from the proposed I-710 Corridor Project improvements under the build alternatives. Based on their distances from the I build alternatives, there would be no permanent, temporary, or constructive use of these resources by the build alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered by the build alternatives for the resources listed in Table 5.

Table 4: Resources Within 0.5 Mile of I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Resources in the City of Bell (refer to Figures 4.3-2 and 4.3-3 in the CIA for the locations of these resources)
Debs Park
Rancho San Antonio Sports Plaza
Veteran's Park
Woodlawn Avenue Elementary School
Resources in the City of Bell Gardens (refers to Figures 4.4-2 and 4.3-3 in the CIA for the locations of these resources)
Bell Gardens Elementary School
Bell Gardens Intermediate School
Julia Russ Asmus Park
Marlow Park and Community Center
Youth Center
Resources in the City of Carson (refer to Figures 4.6-2 and 4.6-3 in the CIA for the locations of these resources)
Dominguez Community Center
Dominguez Elementary School
Dominguez Park
Resources in the City of Commerce (refer to Figures 4.7-2 and 4.7-3 in the CIA for the locations of these resources)
Bandini Elementary School
Bristow Park, Community Center, and Scout Hut
Resources in the City of Compton (refer to Figures 4.8-2 and 4.8-3 in the CIA for the locations of these resources)
Clinton Elementary School
Compton Community College
Compton Par 3 Golf Course
Dominguez High School
East Rancho Dominguez County Park (in an unincorporated pocket in the City)
Kelly Elementary School
Kelly Park and Community Center
Whaley Middle School
Resources in the City of Cudahy (refer to Figures 4.9-2 and 4.9-3 in the CIA for the locations of these resources)
Clara Park

Table 4: Resources Within 0.5 Mile of I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Cudahy Park
Ellen Ochoa Learning Center
Park Avenue Elementary School
Resources in the City of Long Beach (refer to Figures 4.13-4 to 4.13-10 in the CIA for the locations of these resources)
14th Street Park
72nd Street Staging Area
Admiral Kidd Park
Alexander Hamilton Middle School
Alice M. Birney Elementary School
Baker Street Park
Burton W. Chace Park
Cesar E. Chavez Elementary School
Chavez Wetlands (planned)
Colin Powell Academy (elementary school)
Daisy Avenue Greenbelt
Daniel Webster Elementary School
David Starr Jordan High School
DeForest Nature Trail and DeForest Park
DeForest Wetlands (Riverlink Park destination site)
Dooley Elementary School
Dooley Global Studies Magnet School
Drake Park
George Washington Middle School
Golden Shore Marine Biological Reserve Park (bird and aquatic life sanctuary)
Golf Learning Center
Houghton Park
James A. Garfield Elementary School
Jane Addams Elementary School
John Muir Elementary School
Jordan 9 th Grade Academy
Juan Rodríguez Cabrillo High School
Lafayette Elementary School

Table 4: Resources Within 0.5 Mile of I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Lincoln Park
Loma Vista Park
Los Cerritos Elementary School
Long Beach Aquarium
Long Beach School for Adults
Oregon Park
Perry Lindsey Middle School
Rainbow Harbor Esplanade
Rancho Los Cerritos (historic site with an adobe house and landscaped grounds)
Rancho Rio Verde Riding Club
Scherer Park/Arbor Street Park/North Police Station
Seaside Park (planned)
Shoreline Aquatic Park
Silverado Park
South Shore Launch Ramp
South Street Parkway
Tanaka Park
Thomas Starr King Elementary School
Thomas A. Edison Elementary School
Ulysses S. Grant Elementary School
Santa Cruz/Victory Park
Virginia Country Club
William Logan Stephens Middle School
Wrigley Heights No. 1 (Riverlink Park destination site)
Wrigley Heights No. 2 (Riverlink Park destination site)
Resources in the Unincorporated Community of East Los Angeles (refer to Figure 4.14-2 in the CIA for the locations of these resources)
Ford Boulevard Elementary School
Humphreys Avenue Elementary School
Resources in the City of Lynwood (refer to Figures 4.15-2 and 4.15-3 in the CIA for the locations of these resources)
Abbott Elementary School
Burke-Ham Park

Table 4: Resources Within 0.5 Mile of I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Lugo Elementary School
Lynwood Adult Education
Lynwood Community Adult School
Vista Continuation High School
Will Rogers Elementary School
Resources in the City of Maywood (refer to Figures 4.16-2 and 4.16-3 in the CIA for the locations of these resources)
Heliotrope Avenue Elementary School
Maywood Elementary School
Maywood Park and Community Center
Maywood Riverfront Park
Pixley Park
Resources in the City of Paramount (refer to Figures 4.17-2 and 4.17-3 in the CIA for the locations of these resources)
Keppel Elementary School
Los Cerritos Elementary School
Orange Avenue Pool
Paramount Park
Ralph C. Dills Park
Spane Park and Community Center
Resources in the City of South Gate (refer to Figures 4.19-2 and 4.19-3 in the CIA for the locations of these resources)
Circle Park
Gardendale Tot Lot
Hollydale Elementary School
Hollydale Park
South Gate Municipal Golf Course
South Gate Park, Westside Community Resource Center, South Gate Girls Clubhouse, South Gate Sports Complex and Swim Stadium, and South Gate Senior Center
South Region High School No. 9 (planned)
Triangle Park
Tweedy Elementary School

Source: LSA Associates, Inc. (2016).
CIA = Community Impact Assessment
I-710 = Interstate 710

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

Table 5: Other Resources Considered

Resource	Why Resource Does not Trigger the Requirements for Protection Under Section 4(f)
Golden Shore Recreational Vehicle Park	This resource is privately owned and operated. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.
Compton Creek Channel	At its crossing of I-710, this channel does not include any designated wildlife habitat, recreation resources or trails. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.
Compton Hunting and Fishing Club	This resource is privately owned and operated. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.
Compton Homing Pigeon Club	This resource is privately owned and operated. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.

Source: LSA Associates, Inc. (2016).

I-710 = Interstate 710

TCE = temporary construction easement

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Resources in the City of Bell (refer to Figures 4.3-2 and 4.3-3 in the CIA for the locations of these resources)
Camp Little Bear Park
Treder Park
Schools in the City more than 0.5 mile from the build alternatives: three elementary schools, one high school, and two planned schools
Resources in the City of Bell Gardens (refer to Figures 4.4-2 and 4.3-3 in the CIA for the locations of these resources)
Bell Gardens Veterans Park
Darwell Park
Ford Park Golf Course (also known as the Bell Gardens Golf Course)
Gallant Park
Hannon Park
John Anson Ford Park and Community and Senior Center
Schools in the City more than 0.5 mile from build alternatives: three elementary schools, one intermediate school, one high school, and one adult school
Resources in the City of Boyle Heights (refer to Figure 4.5-2 in the CIA for the locations of these resources)
Boyle Heights Sports Center Park
Evergreen Recreation Center
Hollenbeck Park
Hostetter Playground
Pecan Recreation Center
Prospect Park
Ramon Garcia Recreation Center
State Street Recreation Center
Vest Post Park
Wabash Recreation Center
Total schools in the City more than 0.5 mile from the build alternatives: 16
Resources in the City of Carson (refer to Figures 4.6-2 and 4.6-3 in the CIA for the locations of these resources)
Anderson Park
Boxing Center
Calas Park
Carriage Crest Park
Carson Community Center
Carson Park
Del Amo Park

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Dolphin Park
Friendship Mini Park
General Scott Park
Hemingway Park
Mills Park
Perry Street Mini Park
Stevenson Gym and Fitness
Stevenson Park
Veteran's Park and Sports Complex
Victoria Park
Walnut Park
Total schools in City more than 0.5 mile from the build alternatives: 19, plus one California State University campus
Resources in the City of Commerce (refer to Figures 4.7-2 and 4.7-3 in the CIA for the locations of these resources)
Rosewood Park, Aquatorium, and Community Center
Veteran's Memorial Park, Community Center, and James W. Bristow Marksmanship Range
Total schools in the City more than 0.5 mile from the build alternatives: two
Resources in the City of Compton (refer to Figures 4.8-2 and 4.8-3 in the CIA for the locations of these resources)
Burrell McDonald Park and Community Center
Cesar E. Chavez Park
Ellerman Park
Gonzales Park and Community Center
Lueders Park and Community Center
Raymond Street Park
Senior Center
Sibrie Park
South Park
Tragniew Park
Walter R. Tucker Park
Wilson Park and Community Center
Total schools in the City more than 0.5 mile from the build alternatives: 22 elementary schools, seven middle schools, two high schools, three alternative schools, and one adult school
Resources in the City of Cudahy (refer to Figures 4.9-2 and 4.9-3 in the CIA for the locations of these resources)
Lugo Park

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Total schools in the City more than 0.5 mile from the build alternatives: one elementary school, one learning center, and one planned elementary school
Resources in the City of Downey (refer to Figures 4.10-2 and 4.10-3 in the CIA for the locations of these resources)
Apollo Park
Aquatic Center
Barbara J. Riley Community/Senior Center
Brookshire Children's Park
Crawford Park
Dennis the Menace Park
Downey Theatre
Furman Park and Community Center
Gary P. McCaughan Gymnasium
Golden Park and Community Center
Independence Park with Skate Park and Tennis Center
Los Amigos Country Club
Rio Hondo Golf Club
Rio San Gabriel Park
Temple Park
Treasure Island Park
Wilderness Park
Total schools in the City more than 0.5 mile from the build alternatives: 13 elementary schools, four middle schools, and three high schools
Resources in the City of Huntington Park (refer to Figure 4.11-2 in the CIA for the locations of these resources)
Chesley Park
Freedom Park
Huntington Park Community Center
Robert Keller Park
Salt Lake Park (includes Raul R. Perez Skate Park)
Senior Citizen Park
Westside Park
Total schools in the City more than 0.5 mile from the build alternatives: six elementary schools, one middle school, two high schools, one special education center, one planned elementary school, and one planned high school
Resources in the City of Lakewood (refer to Figure 4.12-2 in the CIA for the locations of these resources)
Biscailuz Park

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Bloomfield Park
Burns Community Center
Candleverde Park
Cherry Cove Park
Jose Del Valle Park
Jose San Martin Park
Lakewood Country Club
Lakewood Equestrian Center
Mae Boyar Park
Mayfair Park
Monte Verde Park
Palms Park and Community Center
Rynerson Park
San Gabriel Trail
Simon Bolivar Park
West San Gabriel Trail
Weingart Senior Center
Total existing schools in the City more than 0.5 mile from the build alternatives: 19
Resources in the City of Long Beach (refer to Figures 4.13-4 to 4.13-10 in the CIA for the locations of these resources)
Alamitos Bay Marina
Alamitos Park
Atlantic Plaza
Bayshore Playground, Handball, and Roller Hockey Rink
Belmont Veterans Memorial Pier
Belmont Plaza Pool
Billie Jean King Tennis Center
Birdcage Park
Bixby Park
Bixby Knolls
Officer Daryle W. Black Memorial Park
Blair Field
Bluff Park
Bouton Creek
Channel View
Cherry Park

6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Chittick Field Park
College Estates Park
Colorado Lagoon
Craftsman Village
Davenport Park
East Village Arts Park
El Dorado East Regional Park, Nature Center, Tennis Center, and Golf Course
El Dorado Park West
Fellowship Park
Freeman Community Center
Good Neighbor Park
Grace Park
Harry Bridges Memorial Park
Harvey Milk Promenade Park
Heartwell Park and Golf Course
Hudson Park
Jack Dunster Marine Biological Reserve
Jack Nichol Park
Jackson Park
La Bella Fountain
Leeway Sailing & Aquatics Center
Lilly Park
Livingston Drive Playground
Long Beach Municipal Cemetery
Long Beach Museum of Art
Long Beach Senior Center
Long Beach Shoreline Marina
Los Altos Park
Los Altos Plaza Park
Los Cerritos Park
MacArthur Park
Marine Stadium
Marine Park (Mother's Beach)
Marina Green
Marina Vista Park
Martin Luther King Jr. Park

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
McBride Park (Cal Rec Center)
Miracle on 4 th Street Park
Mossy Kent Park
Orizaba Park
Overlook Park (Naples Plaza)
Pan American Park
Pacific Electric Greenbelt
Peace Park
Pete Archer Rowing Center
Ramona Park
Rancho Los Alamitos
Recreation Park and 9-hole Golf Course
Rosa Parks Park
Rose Park
Rosie the Riveter Park
Rotary Centennial Park
Sleepy Hollow Greenbelt
Skylinks at Long Beach Golf Course
Somerset Park
Stearns Champions Park
The Colonnade
Treasure Island
Veterans Park
Wardlow Park
Whaley Park
Will Rogers Mini Park
Wrigley Village Community Garden
Resources in the Unincorporated Community of East Los Angeles (refer to Figures 4.14-2 and 4.14-3 in the CIA for the locations of these resources)
Atlantic Boulevard Park
Belvedere Park
City Terrace Park
Obregon Park
Salazar Park
Saybrook Park
Woods Avenue Park

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Schools in the City more than 0.5 mile from the build alternatives: 14 elementary schools, two middle schools, two high schools, and one planned school
Resources in the City of Lynwood (refer to Figures 4.15-2 and 4.15-3 in the CIA for the locations of these resources)
Carnation Park
Lynwood City Park
Lynwood Skate Park
Rose Park
Senior Center in the Civic Center
Total schools in the City greater than 0.5 mile from the build alternatives: eight elementary schools, three middle schools, and two high schools
Resources in the City of Maywood (refer to Figures 4.16-2 and 4.16-3 in the CIA for the locations of these resources)
Total schools in the City more than 0.5 mile from the build alternatives: two elementary schools and one high school
Resources in the City of Paramount (refer to Figures 4.17-2 and 4.17-3 in the CIA for the locations of these resources)
All American Park
Clearwater Building
Garfield Park
Paramount Community Center and Gym
Paramount Park
Paramount Pool
Pequenno Park
Village Park/Skate Park
Zamboni Middle School
Total schools in the City more than 0.5 mile from the build alternatives: seven elementary schools, three middle schools, two high schools, and one adult school
Resources in the City of Signal Hill (refer to Figure 4.18-2 in the CIA for the locations of these resources)
Calbrisas Park
Discovery Well Park
Hillbrook Park
Hilltop Park
Panorama Promenade
Raymond Arbor Park
Reservoir Park
Signal Hill Park and Community Center

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
Sunset View Park
Temple View Park
Total schools in the City more than 0.5 mile from the build alternatives: two elementary schools and one planned middle school
Resources in the City of South Gate (refer to Figures 4.19-2 and 4.19-3 in the CIA for the locations of these resources)
Cesar E. Chavez Park
Hollydale Community Park and Hollydale Community Resource Center
Imperial Equestrian Center
State Street Park
Stanford Avenue Park
Schools in the City more than 0.5 mile from the I build alternatives: one primary school, one adult school, ten elementary schools, two middle schools, three high schools, one International Studies Learning Center, and two planned schools.
Resource in the City of Vernon (refer to Figures 4.20-2 and 4.20-3 in the CIA for the location of this resource)
Vernon City Elementary School
Resources in the Community of Wilmington in the City of Los Angeles (refer to Figure 4.21-2 in the CIA for the locations of these resources)
Banning Landing Community Center
Banning Park
East Wilmington Greenbelt
East Wilmington Park
Harbor Park Municipal Golf Course
Ken Malloy Harbor Regional Park
Wilmington Town Square
Schools in the communities of Wilmington and San Pedro: 30 existing and two planned schools, and one community college.
Resources in the Community of San Pedro in the City of Los Angeles (refer to Figure 4.21-2 in the CIA for the locations of these resources)
Alma Park
Anderson Playground
Angels Gate Park
Averill Park
Bandini Canyon Park
Daniels Field Sport Center
Friendship County Park
Harbor Highlands Park

Table 6: Resources More Than 0.5 Mile from the I-710 Corridor Project Build Alternatives

Resources in the I-710 Corridor Study Area
John S. Gibson Jr. Park
Leland Park
Lookout Point Park
Peck Park and Community Center
Point Fermin Park
Rena Park
San Pedro Park Plaza
White Point Park
Schools: refer to the schools information provided above under the Community of Wilmington

Source: LSA Associates, Inc. (2016).
CIA = Community Impact Assessment
I-710 = Interstate 710

7.0 SECTION 6(F) CONSIDERATION FOR CESAR E. CHAVEZ PARK

As discussed in Section 3.2 above, Section 6(f) is assumed to be applicable to the entirety of Cesar E. Chavez Park. The City of Long Beach is the official with jurisdiction over Cesar E. Chavez Park under Section 4(f). In 2012, the City of Long Beach confirmed that funding for the development of improvements at Cesar E. Chavez Park included L&WCF Act funds. The funding was issued within the 2002-2003 fiscal year for a total of \$251,086. The funds were used to develop a teen and senior center building, Jenny Oropeza Community Center, and landscaping within that portion of the park.

As discussed in Section 5.1.1 above and shown on Figure 5-1, Alternative 5C would result in the permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park into the transportation facility to accommodate roadway improvements. These roadway improvements would be considered permanent incorporation under Section 4(f) and acquisition that would result in the conversion a portion of a 6(f) property into the transportation facility or nonrecreational use. Although a portion of the park would be acquired under Alternative 5C, improvements at Shoreline Dr. would result in a net increase of 2.99 acres in available park area. Therefore, implementation of the build alternatives would result in a larger, more functional park with a total of 28.38 acres of park area.

A TCE of approximately 21.9 acres in Cesar E. Chavez Park would also be required during construction of Alternative 5C (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated). This temporary use under Section 4(f) is considered a temporary nonconforming use under Section 6(f)(3).

Alternative 5C would not affect the specific areas that were improved using funding from the L&WCF Act, which include the teen and senior center building, Jenny Oropeza Community Center, and landscaping within that portion of the park. In addition, Alternative 5C would result in an increase in available park area when compared with the existing park area that would be converted into a transportation facility. Alternative 5C and the proposed replacement park area meet the prerequisites for conversion approval per 36 CFR 59.3, as listed in Section 1.2.

Under Alternative 5C, the temporary nonconforming use of the park may extend several months but would not result in temporary closures of the main active recreational area of the park, which includes the outdoor amphitheater, teen and senior center building, community center, playground, weight room, picnic area, and restrooms. As listed in Section 5.1.1 above, for Alternative 5C, minimization Measures PR-10 through PR-15

would be implemented to minimize harm to the property. For Alternative 5C, during construction, access to and from the park may be affected by construction vehicles and equipment; however, alternate temporary access points would be provided to ensure that accessibility would not be substantially disrupted during construction. Additionally, once construction is complete, temporary nonconforming use areas would be restored to existing conditions.

8.0 LETTERS AND OTHER CORRESPONDENCE

8.1 Section 4(f) Coordination

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Prior to the release of the 2012 Draft EIR/EIS, Caltrans initiated coordination for the previous set of build alternatives, as discussed below. Ongoing coordination has been conducted, and additional letters and correspondence is included in this Final Sections 4(f) and 6(f) Evaluation based on the updated impacts under the revised set of build alternatives (Alternative 5C and Alternative 7) that were carried forward.

Prior to release of the 2012 Draft EIR/EIS, Caltrans initiated formal consultation with the following agencies for the previous set of build alternatives:

- San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC), the agency that owns and operates Parque Dos Rios through the WCA, a joint powers entity of the RMC and the Los Angeles County Flood Control District;
- City of Long Beach, the agency that owns and operates Cesar E. Chavez Park;
- City of Commerce, the agency that owns and operates Bandini Park/Batres Community Center;
- LACDPW and Parks and Recreation, the agency that owns and operates the Los Angeles River and Rio Hondo Trails, and the Dominguez Gap and DeForest Treatment Wetlands; and
- State Historic Preservation Officer.

The parks and recreational resources identified as potentially used by the build alternatives are significant as designated on applicable master plans and general plans, and historic sites are significant because they are on or are eligible for the National Register.

In compliance with Section 4(f) regulations, Caltrans initiated formal consultation with these agencies during public circulation of the RDEIR/SDEIS. During that time, consultation letters that summarize the relevant information from this report were sent to these agencies to request their input on the use determinations for the Section 4(f) properties, and to ensure that all reasonable measures to minimize harm to the properties have been considered.

Caltrans has informed the appropriate agencies of its intent to make *de minimis* impact determinations for the portion of Parque Dos Rios to be used as a TCE under Alternative 5C, Cesar E. Chavez Park, Bandini Park/Batres Community Center, Los Angeles River and Rio Hondo Trails, Dominguez Gap and DeForest Treatment Wetlands, Union Pacific Railroad (Primary No. 19-186110/30-176630), Boulder Dam-Los Angeles Transmission Lines, Dale's Donuts, Drake Park National Register-Eligible Historic District, and Los Angeles River Flood Control Channel. With the exception of the City of Commerce (regarding Bandini Park/Batres Community Center), Caltrans received written (or assumed) concurrence from these agencies that the build alternatives would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f) (see Attachment B, Section 4(f) and Section 106 Concurrence Letters).

Copies of official Section 4(f) consultation letters are included in Attachment A. Comments that have been received on the Section 4(f) are included in the FEIR/FEIS. A summary of relevant Section 4(f) comments received is provided in the following sections, along with an analysis and response to any questions raised that would require textual changes in this document. Additional responses are included in the full set of responses to comments in the Final EIR/EIS.

8.1.1 United States Department of the Interior

A Section 4(f) consultation letter was sent to Ms. Michaela Noble, Director Office of Environmental Policy and Compliance, with the United States Department of the Interior in July 2017. No comments were received from Ms. Noble regarding the project.

8.1.2 Long Beach Unified School District

Comment cards CC-20 and CC-21 were received from Ms. Edith Florence with the LBUSD in October 2017. In response to Ms. Florence's comments, mitigation Measures PR-11 and PR-12 in Section 5.1 have been revised to require coordination with the LBUSD regarding temporary closures in Cesar E. Chavez Park and the replacement of basketball courts in the park (for any build alternative). Additional responses to Ms. Florence's comments are included in the Final EIR/EIS.

8.1.3 City of Long Beach Parks, Recreation and Marine Department

Comment letter L-12 was received from Ms. Marie Knight, Director of the City of Long Beach Parks, Recreation and Marine Department, on October 9, 2017. In response to Ms. Knight's comments, mitigation Measures PR-10, PR-12, and PR-13 in Section 5.1 have been revised to include additional City conditions and approvals, as well as grant agency requirements, regarding the *de minimis* impact on Cesar E. Chavez Park and the

Drake/Chavez Greenbelt (for any build alternative). In addition, mitigation Measures PR-23 and PR-25 were added to Sections 6.3 and 6.5 regarding the temporary occupancy exceptions that may be required under the build alternatives at the Wrigley Greenbelt, Coolidge Park, Los Cerritos Park, and Cressa Park. Additional responses to Ms. Knight's comments are included in the Final EIR/EIS.

Furthermore, impacts to Cesar E. Chavez Park were analyzed in the Final Environmental Impact Report/Environmental Assessment for the Shoemaker Bridge Replacement Project (California Department of Transportation and City of Long Beach, 2020). The Shoemaker Bridge Replacement Project is a separate, but related project to the I-710 Corridor Project and is considered an "Early Action" project. "Early Action" projects are projects that demonstrate independent utility and can proceed on a separate project approval and development path in advance of the overall I-710 Corridor Project as needed. Caltrans has determined that the Shoemaker Bridge Replacement Project would result in a *de minimis* impact to this property.

8.1.4 City of Long Beach Department of Public Works

Comment letter L-27 was received from Mr. Sean Crumby, Deputy Director of Public Works/City Engineer for the City of Long Beach, on October 23, 2017. In response to Mr. Crumby's comments, text has been added to Section 5.1 regarding the City's Cesar E. Chavez Park Integration Plan, and mitigation measure PR-10 has been revised to ensure that, for any build alternative, the build alternatives would be consistent with the integration plan and grant agency requirements. Additional responses to Mr. Crumby's comments are included in the Final EIR/EIS.

8.1.5 City of Commerce

Comment letters L-8 and L-19 were received from Mr. Fernando Mendoza, Interim City Administrator for the City of Commerce, on September 29, 2017, and October 20, 2017, respectively. Mr. Mendoza indicated that the City of Commerce (the official with jurisdiction over Bandini Park) was not in agreement with the determination of *de minimis* impact to Bandini Park due to the expanded aerial easement above the park (as part of the modifications to the East Yards overhead) and the temporary construction easement within the park boundaries.

In 2018, Metro and Caltrans met with the City's Director of Public Works & Development Services (Maryam Babaki) to discuss the *de minimis* impact finding for the build alternatives at Bandini Park and seek the City's concurrence. Caltrans and Metro were informed that City staff were not in agreement with the *de minimis* impact finding and requested additional mitigation. City staff also informed Caltrans and Metro that they

would be providing a report addressing this issue to the City Council at an upcoming Council meeting for potential City Council action. On November 13, 2018, after hearing a staff report and recommendation on the Section 4(f) *de minimis* impact finding and the consultation that had taken place to date, the Commerce City Council carried a motion to not accept the *de minimis* impact finding and to further pursue negotiations regarding both the Section 4(f) impacts in particular and the impacts of the build alternatives overall.

On January 29, 2019, Metro and Caltrans met again with Maryam Babaki and Rene Bondillo (Assistant City Manager) to continue the discussion regarding the *de minimis* impacts to Bandini Park. Based on previous consultation and the City Council's position regarding the *de minimis* concurrence, Caltrans and Metro indicated that design efforts to avoid impacts at the park may be undertaken, as there was an aerial easement over the park that had previously been acquired by Caltrans, and who currently owns the rights to it.

Due to the lack of consensus with the City and the inability to secure a *de minimis* concurrence for the Section 4(f), a redesign of the I-710 mainline in this area as well as the I-710 north/I-5 north connector ramps directly north of the East Yards overhead was necessary, in order to avoid any temporary or permanent impacts of the build alternatives at Bandini Park. Therefore, the geometric design in the area was shifted to fit within the right-of-way limits of an aerial easement over Bandini Park that Caltrans had previously acquired. Therefore, the need for any additional aerial easement for the build alternatives beyond the current Caltrans right-of-way was avoided. For any build alternative, in order to avoid any temporary construction easement within the park, during construction of the build alternatives in this area, the Construction Contractor would be prohibited from accessing Bandini Park or otherwise utilizing the park for staging or construction storage, and construction in this area would be performed from the deck of the overhead structure.

In comment letter L-19, Mr. Mendoza also mentions that the City remains concerned that although there may be regional traffic and air quality benefits related to the build alternatives, the residents and businesses in the City of Commerce would continue to be the most negatively impacted within the corridor with the greatest number of residential relocations than any other city affected by the build alternatives. Additional responses to Mr. Mendoza's comments are included in the I-710 Corridor Project Final EIR/EIS.

8.1.6 County of Los Angeles Department of Parks and Recreation and Los Angeles County Department of Public Works

Comment letter L-26 was received from Ms. Kathline J. King, Chief of Planning with the County of Los Angeles Department of Parks and Recreation, on October 23, 2017. In

response to Ms. King's comments, information and impacts on the 72nd Street Staging Area was added to Section 3.1.3 of the Final EIR/EIS. Additional responses to Ms. King's comments are included in the Final EIR/EIS.

On March 6, 2019, Metro and Caltrans met with staff from both the Los Angeles County Parks and Recreation and Public Works Departments. Some of the attendees were unfamiliar with the project, and so background project information was discussed along with exhibits. Los Angeles County staff requested that more detailed maps be prepared to more clearly show the parcel ownership at the areas of impact for the build alternatives. A follow-up meeting was scheduled for March 28, 2019.

8.1.7 City of Maywood

Comment letter L-28 was received from Mr. Reuben Martinez, City Administrator for the City of Maywood, on October 23, 2017. The name of Maywood Riverfront Park was corrected in Section 6.5, Table 3. Additional responses to Mr. Martinez's comments are included in the Final EIR/EIS.

8.1.8 City of South Gate

Comment letter L-30 was received from Mr. Arturo Cervantes, P.E., Director of Public Works/City Engineer for the City of South Gate, on October 23, 2017. No textual changes were required to this document in response to Mr. Cervantes' comments. Responses to Mr. Cervantes' comments are included in the Final EIR/EIS.

8.1.9 Coalition for Environmental Health and Justice

Comment IP-24 was received from several individuals affiliated with the Coalition for Environmental Health and Justice (CEHAJ) on October 23, 2017. No textual changes were required to this document in response to the CEHAJ comments. Responses to the CEHAJ comments are included in the Final EIR/EIS.

8.2 Section 106 Coordination under the National Historic Preservation Act

Local historical societies and local governments were identified and invited to participate in the Section 106 process in accordance with 36 CFR §800.3(f)(1) as part of the original HRER (February 2012) and Supplemental HRER (May 2016). On September 30, 2009, the I-710 Corridor Project team sent letters to the consulting parties, and other individuals and organizations likely to have knowledge of, or concerns regarding, historical properties in the area. The purpose of the letter was to seek information and identify any issues related to the undertaking's potential effects on historic properties as part of the process of identifying historic properties (36 CFR §800.4 (a)(3)).

On March 4, 2016, a second letter was sent informing the recipients of the preparation of the Supplemental HRER and inviting additional comments. The following organizations were contacted, and a summary of their comments is provided:

- Bellflower Heritage Society (16601 Civic Center Dr., Bellflower, CA 90706): No response was received.
- City of Bell Planning Department (6330 Pine Ave., Bell, CA 90201): No response was received.
- City of Bell Gardens Community Development and Planning Division (7100 South Garfield Ave., Bell Gardens, CA 90201): No response was received.
- City of Bell Gardens Cultural Heritage Board (7100 South Garfield Ave., Bell Gardens, CA 90201): No response was received.
- City of Carson Planning Division (701 E. Carson St., Carson, CA 90745): No response was received.
- City of Commerce Planning Division (2535 Commerce Way, Commerce, CA 90040): Alex Hamilton, Assistant Director of Community Development for the City of Commerce, responded via telephone on October 29, 2009. Mr. Hamilton indicated the City does have criteria for local landmark designation; however, there are no properties listed or designated as historic resources at this time. He indicated that the Citadel and the train station may be on State or federal lists of significance; however, both properties are at least 0.25 mile from the I-710 Corridor. He also noted that the Hobart Yard rail tower is a known resource outside of Commerce in the vicinity of either Vernon or East Los Angeles; however, that resource is located outside of the I-710 Corridor Project Area of Potential Effect (APE).
- City of Compton Community Development Department (205 South Willowbrook Ave., Compton, CA 90220): No response was received.
- City of Lynwood Development Services Department (11330 Bullis Rd., Lynwood, CA 90262): No response was received.
- City of Monterey Park Planning Division (320 West Newmark Ave., Monterey Park, CA 91754): No response was received.
- City of Monterey Park Historic Heritage Commission (320 West Newmark Ave., Monterey Park, CA 91754): No response was received.
- City of Paramount Community Development (16400 Colorado Ave., Paramount, CA 90723): No response was received.
- City of South Gate Planning Division (8650 California Ave., South Gate, CA 90280): Steve Lefever, Director of Community Development, sent a response via email on

October 6, 2009. He stated that to the best of the City’s knowledge, there are no “cultural resources” (i.e., prehistoric or historic archaeological sites, buildings, structures, or objects; unique ethnic cultural assets; or existing religious or sacred sites) within the boundaries of the build alternatives.

- City of Vernon Community Services Planning Division (4305 Santa Fe Ave., Vernon, CA 90058): No response was received.
- Historical Society of Long Beach (4260 Atlantic Ave., Long Beach, CA 90807): No response was received.
- Historical Society of Monterey Park (781 South Orange Ave., Monterey Park, CA 91754): No response was received.
- Historical Society of Southern California (Post Office Box 93487, Pasadena, CA 91120): No response was received.
- Long Beach Heritage (Post Office Box 92521, Long Beach, CA 90809): John Thomas, President of Long Beach Heritage, responded via email on October 8, 2009. Mr. Thomas requested that Long Beach Heritage be added to the distribution list for the Draft EIR and other documents. Mr. Thomas’ contact information was sent to the appropriate project managers, and Long Beach Heritage was added to the distribution list.
- Los Angeles Conservancy (Mike Buhler, Director of Advocacy, 523 West 6th St., Ste. 826, Los Angeles, CA 90014): No response was received.
- County of Los Angeles Regional Planning Department (320 West Temple St., 13th Floor, Los Angeles, CA 90012): No response was received.
- City of Long Beach Planning Bureau (333 West Ocean Blvd., 4th Floor, Long Beach, CA 90802): Lynette Ferenczy, Planner, responded via email on October 9, 2009, and on November 12, 2009. In her initial email, she requested detailed maps of the APE. Preliminary APE maps of the Long Beach area were sent to Ms. Ferenczy on October 16, 2009. The maps showed the Long Beach section of the build alternatives in detail. A follow-up email was sent by Ms. Ferenczy on November 12, 2009, stating that there are no cultural resources located within the project APE; however, she did list nearby historic resources and a historic district located near, but outside the APE.

In addition to correspondence with local historical societies and local governments, ongoing consultation has been conducted with SHPO regarding historic properties in the APE from April 2012 until June 2017, as documented in the Supplemental Finding of Effect (FOE) for the project (GPA Consulting, 2018). SHPO concurrence on the

8.0 Letters and Other Correspondence

Supplemental FOE was received on December 20, 2018. Additional details regarding SHPO coordination are included in Chapter 5.0 of the Final EIR/EIS.

9.0 REFERENCES

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Los Angeles County Department of Public Works website: <http://dpw.lacounty.gov/wmd/watershed/LA/History.cfm>, accessed April 13, 2016.

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ATTACHMENT A: SECTION 4(F) CONSULTATION LETTERS

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*Making Conservation
a California Way of Life.*

July 19, 2017

Mark Stanley, Executive Officer

Rivers and Mountains Conservancy

100 North Old San Gabriel Canyon Road

Azusa, CA 91702

Dear Mr. Stanley,

This letter is regarding the proposed impacts on Parque Dos Rios as a result of the Interstate 710 (I-710) Corridor Project (project). Under Section 4(f) of the United States Department of Transportation Act of 1966, this park property is considered a Section 4(f) resource. The project would require the permanent incorporation of land from this park property, as well as temporary construction easements (TCE).

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

The build alternatives would result in the permanent incorporation of land from Parque Dos Rios into the transportation facility that would adversely affect the activities, features, and attributes of the 4(f) resource. As shown in **Figure 1**, Alternative 5C would require the permanent incorporation of 1.68 acres of land from the park into the transportation facility, which would permanently reduce the size of the park and constitute a permanent use of a portion of the park. However, approximately 6.55 acres of the park would remain. Therefore, the facilities, functions, and activities would continue to be provided in the remnant parcel, and these features would not be substantially impaired by the project because the value of the resource, in terms of its Section 4(f) purpose and significance, would not be meaningfully reduced or lost.

Alternative 5C would require a TCE of 0.26 acre on the west side of Parque Dos Rios during project construction, which would constitute a temporary occupancy of a portion of the park. The TCE area in the park would be used for construction staging, materials storage, parking of construction equipment and worker

vehicles, and other similar activities. The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area, and the temporary occupancy would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. The area used for the TCE would be returned to the Watershed Conservation Management Authority (WCA) in a condition which is at least as good as that which existed prior to the project.

With implementation of mitigation measures, the temporary occupancy of a portion of Parque Dos Rios under Alternative 5C would not adversely affect the activities, features, and attributes of the portion of the park to be used for a TCE. Therefore, Caltrans intends to make a *de minimis* determination for the temporary occupancy of a portion of Parque Dos Rios under Alternative 5C.

As shown in **Figure 2**, Alternative 7 would require that 3.21 acres of land from the park be permanently incorporated into the transportation facility. The incorporation of land under Alternative 7 would result in the permanent use of the entire 8.6-acre park because the remnant parcel would have limited functionality and accessibility. Therefore, all facilities, functions, and activities at the park would be affected. A TCE of 0.41 acre would be required, but would not result in a temporary occupancy because Alternative 7 would result in the permanent use of the entire park.

The No Build Alternative and two total avoidance alternatives, which would completely avoid the use of Parque Dos Rios, were reviewed to determine if they would be feasible and prudent.

- **No Build Alternative:** This alternative would be feasible, but would not meet the project purpose and need.
- **Total Avoidance Alternative 1:** Total Avoidance Alternative 1 would shift the entire I-710 facility and the proposed freight corridor alignment west, so that no part of the I-710 Corridor Project improvements would require the use of land from Parque Dos Rios. This alternative would be feasible, but would not meet some of the criteria to be considered prudent. While this alternative would meet the purpose and need and would not result in unique problems or factors, this alternative would result in substantially greater right-of-way acquisitions leading to greater social, economic, and environmental impacts; the acquisition and removal of over 180 homes (27 single-family homes and 156 apartment homes); disproportionate effects on low-income and minority populations; greater right-of-way acquisition and relocation costs from acquisition of over 180 housing units and 11 industrial/commercial units; and potentially greater contributions to cumulative impacts. Therefore, Total Avoidance Alternative 1 would not be prudent.
- **Total Avoidance Alternative 2:** Total Avoidance Alternative 2 would shift the entire I-710 facility and the proposed freight corridor alignment east, to the east side of the Los Angeles River. This alternative would be feasible, but would not meet some of the criteria to be considered prudent. While this alternative would meet the purpose and need, this alternative would result in extraordinary utility acquisition and relocation costs as a result of impacts on facilities managed by the Los Angeles County Flood Control District, LADWP, and Southern California Edison; potentially greater impacts on the Los Angeles River as a result of I-710 crossing over the river at a more acute angle; the full acquisition of three commercial

parcels, including the privately owned and operated Imperial Equestrian Center; and potentially greater contributions to cumulative impacts. Therefore, Total Avoidance Alternative 2 would not be prudent.

After consideration of the No Build Alternative and two total avoidance alternatives, it was determined that the avoidance alternatives would be feasible, but not prudent. Therefore, there are no feasible and prudent alternatives that would avoid the permanent use of Parque Dos Rios under Alternative 7, and the avoidance alternatives were removed from further consideration. Measures will be implemented to minimize harm to this property, such as identifying potential replacement property/properties for the land used from Parque Dos Rios.

Caltrans is initiating consultation and coordination with your agency to determine use, ensure that all reasonable measures to minimize harm have been considered, and consider your agency's views when determining the alternative that would cause the least overall harm. In addition, because Caltrans intends to make a *de minimis* determination for the temporary occupancy of a portion of Parque Dos Rios under Alternative 5C, Caltrans is seeking your written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) for the TCE under Alternative 5C.

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, will be circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days for receipt of comments regarding Section 4(f) impacts. If comments are not received from your agency by October 9, 2017, a lack of objection may be assumed and the process may proceed to a final evaluation.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, reading "Ron Kosinski", with a stylized flourish at the end.

RON KOSINSKI

Deputy District Director, Division of Environmental Planning

Caltrans District 7

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July 19, 2017

Marie Knight

City of Long Beach Department of Parks, Recreation and Marine

2760 Studebaker Road

Long Beach, CA 90815

Dear Ms. Knight,

This letter is regarding the proposed impacts on Cesar E. Chavez Park and the Drake/Chavez Greenbelt as a result of the Interstate 710 (I-710) Corridor Project (project). Under Section 4(f) of the United States Department of Transportation Act of 1966, these park properties are considered Section 4(f) resources. The project would require the permanent incorporation of land and temporary construction easements (TCE) in both of these park properties, as well as removal and replacement of the basketball courts and temporary closures in Cesar E. Chavez Park.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

As shown in **Figure 1**, the build alternatives would include relocating the existing Shoreline Drive to the west side of the park, requiring the permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park, which would constitute a permanent use of a portion of the park. However, by relocating the existing Shoreline Drive that goes through the park, the build alternatives would result in a net increase of 2.99 acres in available park land, creating a contiguous and more accessible park area. The build alternatives would also require removal of the basketball courts west of Cesar Chavez Elementary School during construction of the project, which would constitute a permanent use of a portion of the park. However, the basketball courts would be replaced following construction. Because the project would result in a net benefit to the park by adding 2.99 acres of park land, and measures to minimize harm to the park would be implemented, the permanent use of a portion of the park is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

As shown in **Figure 2**, the build alternatives would require permanent incorporation of a portion (approximately 3.77 acres) of the planned linkage between Drake Park and Cesar E. Chavez Park, which would constitute a permanent use of a portion of the greenbelt. While this portion of the Drake/Chavez Greenbelt would be incorporated into the project, the majority of land in the Draft Master Plan for the Drake/Chavez Greenbelt Project is outside of the limits of the project (approximately 46.23 acres would remain after project implementation). Furthermore, the proposed structures on the property are aerial structures that would not affect the continuity of the planned linkage. Therefore, the permanent use of a portion of the greenbelt is not expected to adversely affect the activities, features, and attributes that qualify the greenbelt for protection under Section 4(f).

As shown in **Figure 3**, a TCE of approximately 21.9 acres in Cesar E. Chavez Park would be required during construction of the build alternatives, which would constitute a temporary occupancy of a portion of the park (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated). In addition, portions of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and project construction workers, which would constitute a temporary occupancy of a portion of the park. A TCE of approximately 3.26 acres on the Drake/Chavez Greenbelt would also be required during construction of the build alternatives, which would constitute the temporary occupancy of a portion of the park.

The TCE areas in the park and greenbelt would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The TCE area in Cesar E. Chavez Park includes a detour road of 0.41 acre, which would be graded and paved to allow temporary access during construction of realigned Broadway.

The temporary occupancy of approximately 19 acres in the southern portion of Cesar E. Chavez Park for a TCE during construction of the build alternatives would likely result in the removal of all or nearly all of the existing vegetation on that parcel, including mature trees and shrubs, and grass. Caltrans policy and practice are to return all areas disturbed temporarily during construction, including areas used for TCEs, to a condition as good as or better than prior to the temporary disturbance of those areas. Therefore, the construction activities in the TCE would not result in any permanent adverse physical impacts in that area, and the temporary occupancy would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis.

With implementation of mitigation measures, the permanent use and temporary occupancy of a portion of Cesar E. Chavez Park and the Drake/Chavez Greenbelt would not adversely affect the activities, features, and attributes of the 4(f) resources. Therefore, Caltrans intends to make a *de minimis* determination for the permanent use and temporary occupancy of a portion of Cesar E. Chavez Park and the Drake/Chavez Greenbelt.

Caltrans is initiating consultation and coordination with your agency to determine use and ensure that all reasonable measures to minimize harm have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the permanent use and temporary occupancy of a portion of Cesar E. Chavez Park and the Drake/Chavez Greenbelt, Caltrans is seeking your written concurrence that the project would

not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f).

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, will be circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days for receipt of comments regarding Section 4(f) impacts. If comments are not received from your agency by October 9, 2017, a lack of objection may be assumed and the process may proceed to a final evaluation. A copy of the letter notifying the Long Beach Unified School District of this coordination, as it is relevant to the Joint Use Agreement at Cesar E. Chavez Park, has been enclosed here.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning
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July 19, 2017

Christopher J. Steinhauser, Superintendent of Schools
Long Beach Unified School District
1515 Hughes Way
Long Beach, CA 90810

Dear Mr. Steinhauser,

This letter is regarding the proposed impacts on Cesar E. Chavez Park and the Drake/Chavez Greenbelt as a result of the Interstate 710 (I-710) Corridor Project (project). Under Section 4(f) of the United States Department of Transportation Act of 1966, these park properties are considered Section 4(f) resources. The project would require the permanent incorporation of land and temporary construction easements (TCE) in both of these park properties, as well as removal and replacement of the basketball courts and temporary closures in Cesar E. Chavez Park. Caltrans is notifying your agency about the project because the Long Beach Unified School District has a joint use agreement with the City of Long Beach Department of Parks, Recreation and Marine allowing use of a portion of Cesar E. Chavez Park during school hours.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

As shown in **Figure 1**, the build alternatives would include relocating the existing Shoreline Drive to the west side of the park, requiring the permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park, which would constitute a permanent use of a portion of the park. However, by relocating the existing Shoreline Drive that goes through the park, the build alternatives would result in a net increase of 2.99 acres in available park land, creating a contiguous and more accessible park area. The build alternatives would also require removal of the basketball courts west of Cesar Chavez Elementary School during construction of the project, which would constitute a permanent use of a portion of the park. However, the basketball courts would be

replaced following construction. Because the project would result in a net benefit to the park by adding 2.99 acres of park land, and measures to minimize harm to the park would be implemented, the permanent use of a portion of the park is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

As shown in **Figure 2**, the build alternatives would require permanent incorporation of a portion (approximately 3.77 acres) of the planned linkage between Drake Park and Cesar E. Chavez Park, which would constitute a permanent use of a portion of the greenbelt. While this portion of the Drake/Chavez Greenbelt would be incorporated into the project, the majority of land in the Draft Master Plan for the Drake/Chavez Greenbelt Project is outside of the limits of the project (approximately 46.23 acres would remain after project implementation). Furthermore, the proposed structures on the property are aerial structures that would not affect the continuity of the planned linkage. Therefore, the permanent use of a portion of the greenbelt is not expected to adversely affect the activities, features, and attributes that qualify the greenbelt for protection under Section 4(f).

As shown in **Figure 3**, a TCE of approximately 21.9 acres in Cesar E. Chavez Park would be required during construction of the build alternatives, which would constitute a temporary occupancy of a portion of the park (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated). In addition, portions of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and project construction workers, which would constitute a temporary occupancy of a portion of the park. A TCE of approximately 3.26 acres on the Drake/Chavez Greenbelt would also be required during construction of the build alternatives, which would constitute the temporary occupancy of a portion of the park.

The TCE areas in the park and greenbelt would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The TCE area in Cesar E. Chavez Park includes a detour road of 0.41 acre, which would be graded and paved to allow temporary access during construction of realigned Broadway.

The temporary occupancy of approximately 19 acres in the southern portion of Cesar E. Chavez Park for a TCE during construction of the build alternatives would likely result in the removal of all or nearly all of the existing vegetation on that parcel, including mature trees and shrubs, and grass. Caltrans policy and practice are to return all areas disturbed temporarily during construction, including areas used for TCEs, to a condition as good as or better than prior to the temporary disturbance of those areas. Therefore, the construction activities in the TCE would not result in any permanent adverse physical impacts in that area, and the temporary occupancy would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis.

With implementation of mitigation measures, the permanent use and temporary occupancy of a portion of Cesar E. Chavez Park and the Drake/Chavez Greenbelt would not adversely affect the activities, features, and attributes of the 4(f) resources. Therefore, Caltrans intends to make a *de minimis* determination for the permanent use and temporary occupancy of a portion of Cesar E. Chavez Park and the Drake/Chavez Greenbelt.

Caltrans is notifying your agency because of your joint use agreement at Cesar E. Chavez Park. Caltrans is also initiating consultation and coordination with the City of Long Beach Department of Parks, Recreation and Marine to determine use under Section 4(f) and ensure that all reasonable measures to minimize harm have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the permanent use and temporary occupancy of a portion of Cesar E. Chavez Park and the Drake/Chavez Greenbelt, Caltrans is seeking written concurrence from the City of Long Beach Department of Parks, Recreation and Marine that the project would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f). Because LBUSD does not actually own the property, no such written concurrence is required from your agency.

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, is currently being circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days for receipt of comments regarding Section 4(f) impacts.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning
Caltrans District 7

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July 19, 2017

Matthew Rodriguez, Interim City Administrator

City of Commerce

2535 Commerce Way

Commerce, CA 90040

Dear Mr. Rodriguez,

This letter is regarding the proposed impacts on Bandini Park/Batres Community Center as a result of the Interstate 710 (I-710) Corridor Project (project). Under Section 4(f) of the United States Department of Transportation Act of 1966, this park property is considered a Section 4(f) resource. The project would require a permanent aerial easement at this park property, as well as a temporary construction easement (TCE) and the temporary closure of a portion of the park.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

As shown in **Figure 1**, the build alternatives would require a 0.10-acre permanent aerial easement at the northwest corner of Bandini Park/Batres Community Center for the land area under an elevated structure that would be widened over a portion of the park to allow for access, inspections, maintenance, and other purposes. Because the area under the elevated structure would be within the aerial easement, the City of Commerce would be limited regarding possible future uses of the area. Therefore, the permanent aerial easement would constitute a permanent use of a portion of the park.

Though permanent structures would likely not be allowable in this area of the park, moveable amenities could be allowed in that area. The area in the park under the elevated structure is currently concrete and does not contain any recreational resources. Because the area is not currently used for any recreation activities, and measures to minimize harm to the park would be implemented, the permanent use of a portion of the park is

not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

As shown in **Figure 1**, approximately 0.11 acres of land along the west perimeter of the park would be required for a TCE, which would constitute a temporary occupancy of a portion of the park. This portion of the park would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The construction activities in the TCE would not result in any permanent adverse physical impacts in that area, and the temporary occupancy would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. The area used for the TCE would be returned to the City of Commerce in a condition which is at least as good as that which existed prior to the project. Therefore, the temporary occupancy of a portion of the park is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

In addition to the TCE, a portion of the park under the elevated freeway structure would be temporarily closed to public access to protect the safety of park users and project construction workers, which would constitute a temporary occupancy of a portion of the park. The closed area would be returned to public use in its original condition and/or may include enhancements to the park. Therefore, the temporary occupancy of a portion of the park is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

With implementation of mitigation measures, the permanent use and temporary occupancy of a portion of Bandini Park/Batres Community Center would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans intends to make a *de minimis* determination for the permanent use and temporary occupancy of a portion of Bandini Park/Batres Community Center.

Caltrans is initiating consultation and coordination with your agency to determine use and ensure that all reasonable measures to minimize harm have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the permanent use and temporary occupancy of a portion of Bandini Park/Batres Community Center, Caltrans is seeking your written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, will be circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days for receipt of comments regarding Section 4(f) impacts. If comments are not received from your agency by October 9, 2017, a lack of objection may be assumed and the process may proceed to a final evaluation.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning
Caltrans District 7

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July 19, 2017

John Wicker, Director

Los Angeles County Parks and Recreation Department

510 South Vermont Avenue

Los Angeles, CA 90020

Dear Mr. Wicker,

This letter is regarding the proposed impacts on the Los Angeles River and Rio Hondo Trails (LARIO Trail) as a result of the Interstate 710 (I-710) Corridor Project (project). Under Section 4(f) of the United States Department of Transportation Act of 1966, this park property is considered a Section 4(f) resource. The project would require temporary closures of portions of the trails during construction.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

As shown in **Figure 1**, the build alternatives would be constructed in proximity to the LARIO Trail, and would require short-term, temporary closures of trail crossings at I-710 and local streets during construction, which would constitute the temporary occupancy of a portion of the trail. There are numerous trail crossings in the study area, starting from East Ocean Boulevard in the south to Slauson Avenue in the north, and the temporary closures would occur along several local streets in between these southern and northern limits. These closures would be temporary and may range from a few days to several months in duration, depending on the project construction activities at a given trail crossing. Alternative/detour routes for the trails would be provided whenever a closure is needed.

The segments of the LARIO Trail at the affected crossings of I-710 and the local streets would be returned to their original condition and/or incorporate enhancements at the completion of construction, and would be reopened to public use. Because impacts on the trails would be temporary during construction, and measures to minimize harm to the trail would be implemented, the temporary occupancy of a portion of the trail is not

expected to adversely affect the activities, features, and attributes that qualify the trail for protection under Section 4(f).

With implementation of mitigation measures, the temporary occupancy of a portion of the LARIO Trail would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans intends to make a *de minimis* determination for the temporary occupancy of a portion of the LARIO Trail.

Caltrans is initiating consultation and coordination with your agency to determine use and ensure that all reasonable measures to minimize harm have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the temporary occupancy of a portion of the LARIO Trail, Caltrans is seeking your written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, will be circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days for receipt of comments regarding Section 4(f) impacts. If comments are not received from your agency by October 9, 2017, a lack of objection may be assumed and the process may proceed to a final evaluation.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning
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July 19, 2017

Mark Pestrella, Director

Los Angeles County Department of Public Works

900 South Fremont Avenue

Alhambra, CA 91803

Dear Mr. Pestrella,

This letter is regarding the proposed impacts on the Los Angeles River and Rio Hondo Trails (LARIO Trail) as a result of the Interstate 710 (I-710) Corridor Project (project). Under Section 4(f) of the United States Department of Transportation Act of 1966, this park property is considered a Section 4(f) resource. The project would require temporary closures of portions of the trails during construction.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

As shown in **Figure 1**, the build alternatives would be constructed in proximity to the LARIO Trail, and would require short-term, temporary closures of trail crossings at I-710 and local streets during construction, which would constitute the temporary occupancy of a portion of the trail. There are numerous trail crossings in the study area, starting from East Ocean Boulevard in the south to Slauson Avenue in the north, and the temporary closures would occur along several local streets in between these southern and northern limits. These closures would be temporary and may range from a few days to several months in duration, depending on the project construction activities at a given trail crossing. Alternative/detour routes for the trails would be provided whenever a closure is needed.

The segments of the LARIO Trail at the affected crossings of I-710 and the local streets would be returned to their original condition and/or incorporate enhancements at the completion of construction, and would be reopened to public use. Because impacts on the trails would be temporary during construction, and measures

to minimize harm to the trail would be implemented, the temporary occupancy of a portion of the trail is not expected to adversely affect the activities, features, and attributes that qualify the trail for protection under Section 4(f).

With implementation of mitigation measures, the temporary occupancy of a portion of the LARIO Trail would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans intends to make a *de minimis* determination for the temporary occupancy of a portion of the LARIO Trail.

Caltrans is initiating consultation and coordination with your agency to determine use and ensure that all reasonable measures to minimize harm have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the temporary occupancy of a portion of the LARIO Trail, Caltrans is seeking your written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, will be circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days for receipt of comments regarding Section 4(f) impacts. If comments are not received from your agency by October 9, 2017, a lack of objection may be assumed and the process may proceed to a final evaluation.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning
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July 19, 2017

Mark Pestrella, Director
Los Angeles County Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

Dear Mr. Pestrella,

This letter is regarding the proposed impacts on the Dominguez Gap and DeForest Treatment Wetlands as a result of the Interstate 710 (I-710) Corridor Project (project). Under Section 4(f) of the United States Department of Transportation Act of 1966, these properties are considered a Section 4(f) resource. The project would require the permanent incorporation and temporary removal of land from the West Basin, and an expanded aerial easement and a temporary construction easement (TCE) on the DeForest Market Street Basin.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

As shown on **Figure 1**, Alternative 7 would require the removal of the entire West Basin (13.3 acres). However, only 5.4 acres along the western edge of the existing basin would be permanently incorporated into the transportation facility. The remaining 7.9 acres of the basin would be restored in the same location following construction. The temporary removal and restoration of this 7.9-acre area would constitute a temporary occupancy of this portion of the basin.

An additional 1.64 acres outside of the existing basin would also be added to the restored basin area, for a total basin area of 9.54 acres. Therefore, Alternative 7 would result in an overall net loss of 3.76 acres of the existing basin area, which would constitute a permanent use of this portion of the basin. Recreational trails around the basin would be restored following construction.

While the basin would be reduced in size from 13.3 acres to 9.54 acres, the new basin would serve a similar function as the existing basin, and recreational activities would still be available on the property. Temporary closures of the recreational trails around the basin would be required during construction. However, because the recreational trails around the basin would be restored following construction, the permanent use and temporary occupancy of a portion of the basin is not expected to adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

The build alternatives would require the construction of a wider bridge over the DeForest Market Street Basin at North Long Beach Boulevard, requiring an expanded bridge and aerial easement that is 0.95 acre wider than the existing bridge and easement. The proposed bridge and aerial easement would not be substantially wider than the existing bridge and easement, and would therefore not be expected to result in substantial visual impacts. The wider aerial easement would not interfere with any of the activities, features, or attributes of any recreational activities beneath the bridge, and would not result in any proximity impacts that would substantially impair the resource. Therefore, the wider aerial easement would not constitute a use under Section 4(f).

The build alternatives would require 0.95 acre of the DeForest Market Street Basin for a TCE during project construction, which would constitute a temporary occupancy of a portion of the basin. The TCE area would be required to construct the wider bridge over the basin at North Long Beach Boulevard, and to restore a maintenance access road to Del Amo Boulevard. The basin would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, light grading, and other similar activities. The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area, and the temporary occupancy would not interfere with the protected activities, features, or attributes of that portion of the basin on a temporary or permanent basis. The area used for the TCE would be returned to the Los Angeles County Department of Public Works (LACDPW) in a condition which is at least as good as that which existed prior to the project. Because impacts in the basin would be temporary, the temporary occupancy of a portion of the basin is not expected to adversely affect the activities, features, and attributes that qualify the basin for protection under Section 4(f).

With implementation of mitigation measures, the permanent use and temporary occupancy of a portion of the Dominguez Gap and DeForest Treatment Wetlands would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans intends to make a *de minimis* determination for the permanent use and temporary occupancy of a portion of the Dominguez Gap and DeForest Treatment Wetlands.

Caltrans is initiating consultation and coordination with your agency to determine use and ensure that all reasonable measures to minimize harm have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the permanent use and temporary occupancy of a portion of the Dominguez Gap and DeForest Treatment Wetlands, Caltrans is seeking your written concurrence that the project would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f).

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, will be circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days for receipt of comments regarding Section 4(f) impacts. If comments are not received from your agency by October 9, 2017, a lack of objection may be assumed and the process may proceed to a final evaluation.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning
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July 19, 2017

Julianne Polanco, State Historic Preservation Officer

Office of Historic Preservation

1725 23rd Street, Suite 100

Sacramento, CA 95816

Dear Ms. Polanco,

This letter is regarding the proposed impacts on properties eligible for the National Register of Historic Places (National Register) as a result of the Interstate 710 (I-710) Corridor Project (project). The following properties are located within the project's Area of Potential Effects and are subject to protection under Section 4(f) of the United States Department of Transportation Act of 1966:

- Union Pacific Railroad (UPRR) Rail Lines (the C-Los Angeles-A1 Railroad Segment [UP Railroad/SP Railroad, 19-186110/P-30-176630] in the City of South Gate, and the C-Los Angeles-A1 Railroad Segment [UP Railroad/SP Railroad, 19-186112] in the City of Commerce);
- Boulder Dam-Los Angeles Transmission Lines; and
- Dale's Donuts in the City of Compton.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

As shown in **Figure 1**, the build alternatives would require the minor realignment of one segment of the UPRR rail lines to accommodate lane additions and the modified freeway realignment, which would constitute a permanent use of a portion of the rail lines. The minor realignment of the tracks along this segment would be implemented by the UPRR Company, would occur entirely within UPRR right-of-way (ROW), would not result in any change in the number of tracks at this location, and would not result in any modifications to the

use of those tracks for rail operations. Therefore, this segment of the rail lines would continue to be eligible for the National Register, and the build alternatives would result in a “no adverse effect” finding under Section 106 of the National Historic Preservation Act (NHPA). Therefore, the permanent use of a portion of the rail lines is not expected to adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

The Boulder Dam-Los Angeles Transmission Lines are shown in **Figure 2**. Alternative 5C would not result in modifications to Boulder Dam-Los Angeles Transmission Lines, but Alternative 7 would require permanent changes that would constitute a permanent use of the transmission lines. These changes include raising the transmission lines and modifying or replacing the towers on each side of I-710 to provide the required clearance between the freeway facility and the transmission lines. The modifications would be entirely within existing City of Los Angeles ROW, and would be conducted entirely by the Los Angeles Department of Water and Power. The modifications would not result in any change in the number of transmission lines. Therefore, the proposed changes to the transmission lines and towers under Alternative 7 would not substantially affect the resource, and would not reduce the integrity of the historic property to a degree where the property would no longer be eligible for the National Register. Alternative 7 would result in a “no adverse effect” finding under Section 106 of the NHPA. Therefore, the permanent use of a portion of the transmission lines is not expected to adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

As shown in **Figure 2**, the build alternatives would also require the permanent incorporation of 0.01 acre of land from the property occupied by Dale’s Donuts to provide additional turn lanes at the intersection of Alondra Boulevard and Atlantic Avenue, which would constitute a permanent use of a portion of the property. The land needed for the build alternatives includes a curb and approximately two parking spaces, but does not affect the structure, which is the feature of this property that qualifies it for the National Register. Therefore, the build alternatives would result in a “no adverse effect” finding under Section 106 of the NHPA. Therefore, the permanent use of a portion of the property is not expected to adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

Caltrans is seeking your written concurrence that the project would result in findings of “no adverse effect” for the Union Pacific Railroad Rail Lines, Boulder Dam-Los Angeles Transmission Lines, and Dale’s Donuts. Based on your concurrence in the finding of “no adverse effect,” Caltrans intends to make *de minimis* determinations for the permanent use of a portion of these properties under Section 4(f). A non-response for the purposes of a “no adverse effect” determination will be treated as the written concurrence for a *de minimis* finding.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning

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July 19, 2017

Michaela Noble, Director
Office of Environmental Policy and Compliance
Department of the Interior
Main Interior Building, MS 2462
1849 "C" Street, NW
Washington, DC 20240

Dear Ms. Noble,

This letter is regarding the Individual Section 4(f) Evaluation prepared for the Interstate 710 (I-710) Corridor Project (project). Caltrans is initiating consultation with your agency regarding the project's impacts on Section 4(f) resources.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

Based on the Individual Section 4(f) Evaluation, the build alternatives would result in the permanent use of Parque Dos Rios. The build alternatives would also result in a *de minimis* use of four parks/recreational areas: Cesar E. Chavez Park and Drake/Chavez Greenbelt, Bandini Park/Batres Community Center, the Los Angeles River and Rio Hondo Trails, and the Dominguez Gap and DeForest Treatment Wetlands; and three historic sites: the Union Pacific Railroad Rail Lines, Boulder Dam-Los Angeles Transmission Lines, and Dale's Donuts.

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, is currently being circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days

for receipt of comments regarding Section 4(f) impacts. If comments are not received from your agency by October 9, 2017, a lack of objection may be assumed and the process may proceed to a final evaluation.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning
Caltrans District 7

DEPARTMENT OF TRANSPORTATION**DISTRICT 7**

100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012

PHONE (213) 897-0703

FAX (213) 897-0685

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*Making Conservation
a California Way of Life.*

July 19, 2017

Marie Knight

City of Long Beach Department of Parks, Recreation and Marine

2760 Studebaker Road

Long Beach, CA 90815

Dear Ms. Knight,

This letter is regarding the proposed impacts on Coolidge Park, Los Cerritos Park, Cressa Park, and Wrigley Greenbelt as a result of the Interstate 710 (I-710) Corridor Project (project). Under Section 4(f) of the United States Department of Transportation Act of 1966, these park properties are considered Section 4(f) resources. The project would require temporary construction easements (TCE) on each of these park properties.

The project proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. A Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared for the project in 2012, which included the analysis of four build alternatives. Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives were developed. The revised build alternatives under consideration include Alternative 5C (Modernize the I-710 Freeway) and Alternative 7 (Add Clean-Emission Freight Corridor [Truck-Only Lanes] Along I-710). A No Build Alternative is also under consideration.

As shown in **Figure 1**, the build alternatives would require the following TCEs, which would be considered a temporary occupancy of a portion of the parks:

- Approximately 0.60 acre along the eastern edge of Coolidge Park;
- Approximately 0.06 acre along the western edge of the southern portion of Los Cerritos Park; and
- Approximately 0.05 acre in the southern portion of Cressa Park.

In addition, as shown in **Figure 2**, Alternative 5C would require a TCE of 1.23 acre on the Wrigley Greenbelt at West Wardlow Road, 29th Street, and 27th Street during construction; and Alternative 7 would require a TCE on 0.75 acre in these same locations during construction, which would be considered a temporary occupancy of a portion of the greenbelt. Alternative 5C also includes adding a graded path within the greenbelt at Spring Street to connect to a pedestrian/bicycle overcrossing. Under Alternative 5C, the pedestrian/bicycle

connection would be an enhancement to the Wrigley Greenbelt. In addition, because the graded path would be used for recreation purposes and not transportation purposes, no portion of the greenbelt would be permanently incorporated into the transportation facility.

For the purposes of Section 4(f), these types of temporary occupancies would not constitute a use if five conditions listed in 23 Code of Federal Regulation (CFR) 774.13(d) would be met. Those conditions would be met for Coolidge Park, Los Cerritos Park, Cressa Park, and the Wrigley Greenbelt, as follows:

- The duration of construction in the area of the TCEs is temporary (a maximum of two years) and would be less than the total time needed to construct the entire project (approximately 10 years or more). There would be no change in the ownership of the land in the portion of the properties used as TCEs during construction of the build alternatives.
- The scope of work in the portions of the properties used as the TCEs would be minor. The properties would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. No grading or other substantial construction activities would take place in the portions of the properties to be used for TCEs.
- The construction activities in the TCEs would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the properties on a temporary or permanent basis. Recreational uses in the remaining portions of the properties outside the TCE areas would continue to be available during construction. Detours would be provided around the TCE area in the Wrigley Greenbelt to ensure that connectivity along the greenbelt is not substantially affected. Therefore, the protected activities, features, or attributes of the properties would not be substantially affected during construction.
- The areas used for TCEs would be returned to the Long Beach Department of Parks, Recreation, and Marine in condition as good as or better than prior to the use of that area for a TCE.
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

The five conditions listed in 23 CFR 774.13(d) would be met for the proposed TCEs for each of these park properties; therefore, these temporary occupancies would not constitute a use.

Caltrans is initiating consultation and coordination with your agency to determine use and ensure that all reasonable measures to minimize harm have been considered. In addition, because Caltrans intends to apply the temporary occupancy exception, Caltrans is seeking your written concurrence that the exception for temporary occupancies in 23 CFR 774.13(d) is applicable to the parks.

The revised build alternatives, Alternative 5C and Alternative 7, have been evaluated in a joint Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). The RDEIR/SDEIS, which includes the Section 4(f) evaluation, will be circulated for a 60-day public review period. The United States Department of Transportation Act mandates a minimum of 45 days for receipt of

comments regarding Section 4(f) impacts. If comments are not received from your agency by October 9, 2017, a lack of objection may be assumed and the process may proceed to a final evaluation.

The Section 4(f) Evaluation is found in Appendix B of the RDEIR/SDEIS and may be viewed on July 21, 2017 at the following website:

<http://www.dot.ca.gov/d7/env-docs/>

If you should have any questions or would like to arrange a meeting to discuss further, please contact Jason Roach of my staff at (213) 897-0357 or jason.roach@dot.ca.gov.

Sincerely,



RON KOSINSKI

Deputy District Director, Division of Environmental Planning
Caltrans District 7

enclosures

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

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July 27, 2020

Norma E. García

Director

Los Angeles County Parks and Recreation Department

1000 South Fremont Avenue, Unit #40

Alhambra, CA 91803

Dear Ms. García:

The purpose of this letter is to request concurrence from the Los Angeles County Parks and Recreation Department that the I-710 Corridor Project impact to the Los Angeles River and Rio Hondo Trails is a *de minimis*. Enclosed with this letter is the *de minimis* impact finding including proposed mitigation measures. Please sign and date at the concurrence signature block within 15 days upon receipt of this document, and return the concurrence in the enclosed stamped envelope.

To proceed with the design and construction of the project, Caltrans needs to document that the project would not adversely affect the activities, features, and attributes of Section 4(f) resources. Therefore, Caltrans is hereby requesting written concurrence from the Los Angeles County Parks and Recreation Department, as the official with jurisdiction.

If you have any questions regarding the proposed project, please contact Jason Roach at (213) 897-0357 or at Jason.roach@dot.ca.gov.

Sincerely,

RONALD KOSINSKI

Deputy District Director

Division of Environmental Planning

Enclosure

SECTION 4(F) DE MINIMIS IMPACT FINDING

I - 710 Corridor Project

The I-710 Corridor Project (project) proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. This letter is regarding the proposed impacts from the Preferred Alternative, Alternative 5C, on the Los Angeles River and Rio Hondo Trails. Under Section 4(f) of the United States Department of Transportation Act of 1966, this recreational property is considered a Section 4(f) resource.

As documented in Appendix B of the Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS), Caltrans intends to make a *de minimis* impact determination for the Los Angeles River and Rio Hondo Trails. Prior to making a *de minimis* impact determination, Caltrans is required to obtain written concurrence from the official with jurisdiction over the Section 4(f) property that the proposed project would not adversely affect the activities, features, and attributes of the Los Angeles River and Rio Hondo Trails

Project Effects on the Los Angeles River and Rio Hondo Trails

Temporary Use of the Los Angeles River and Rio Hondo Trails

As shown in **Figure 1** attached, Alternative 5C would require short-term, temporary closures of trail crossings at I-710 and local streets during construction. There are numerous trail crossings in the study area, starting from East Ocean Boulevard in the south to Slauson Avenue in the north, and the temporary closures would occur along several local streets in between these southern and northern limits. These closures would be temporary and may range from a few days to several months in duration, depending on the project construction activities at a given trail crossing. Alternative/detour routes for the trails would be provided whenever a closure is needed.

The segments of the Los Angeles River and the Rio Hondo Trails at the affected crossings of I-710 and the local streets would be returned to their original condition and/or incorporate enhancements at the completion of construction and would be reopened to public use. Because impacts on the trails would be temporary and detours would be provided, the uses of the properties are not expected to adversely affect the activities, features, and attributes that qualify the trails for protection under Section 4(f).

Figure 1: Temporary Closures of Los Angeles River and Rio Hondo Trails



*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Proposed Avoidance, Minimization and/or Mitigation Measures

With implementation of the following mitigation measures, Alternative 5C would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the project would result in a *de minimis* use on the Los Angeles River and Rio Hondo Trails.

- PR-16 Development of Closures of the Los Angeles River and Rio Hondo Trails and Bikeways.** Prior to any temporary closures of the Los Angeles River Trail and Bikeway and/or the Rio Hondo Trail and Bikeway, Caltrans will require the Construction Contractor to meet with the Los Angeles County Department of Public Works (LACDPW) to review the location and need for each closure. Although the trails and bikeways converge at some points, the trails and bikeways are independent of each other and are typically adjacent. Detours for each closure will be developed in consultation with the LACDPW.
- PR-17 Signing for Detours of the Los Angeles River and Rio Hondo Trails and Bikeways.** Caltrans will require the Construction Contractor to develop signs directing trail users to alternative routes in consultation with LACDPW and the local jurisdictions through which detours would be routed. Appropriate directional and informational signage will be provided by the Construction Contractor prior to each closure and far enough away from the closure, so that trail and bikeway users will not have to backtrack to get to the detour route.
- PR-18 Contact Information during Closures and Detours of the Los Angeles and Rio Hondo Trails and Bikeways.** Caltrans will require the Construction contractor to provide a contact number and other information to trail and/or bikeway users to contact the Construction Contractor regarding upcoming or active trail and/or bikeway closures. The Construction Contractor will also be required to provide that information to the LACDPW and the City Public Works Departments in the jurisdictions where the closures/detours are located.
- PR-19 Restoration of Closed Areas on the Los Angeles and Rio Hondo Trails and Bikeways.** Caltrans will require the construction contractor to return trail and/or bikeway segments closed temporarily during construction to the LACDPW in their original, or better, condition after completion of construction, and the ownership of those temporarily closed areas will remain with the original owner (the LACDPW).

Request for Written Concurrence

Written concurrence with this determination in no way signifies that the Los Angeles County Parks and Recreation Department is granting right of entry or right of use of the trails for the project. Any right of entry related to the trails would be negotiated separately between Caltrans and the

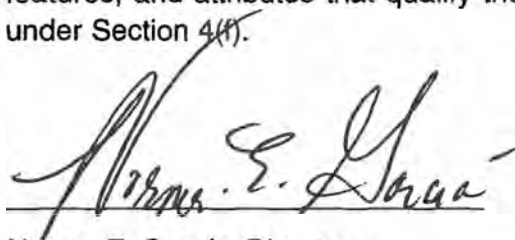
Ms. Norma E. García
July 27, 2020
Page 5

Los Angeles County Parks and Recreation Department during the right-of-way process for the project. It is noted that any use of the recreational property for the proposed project will require the approval of the Los Angeles County Parks and Recreation Department. Written concurrence with this determination signifies only that the proposed project would not adversely affect the activities, features, and attributes of the Los Angeles River and Rio Hondo Trails.

De minimis findings on the I-710 Corridor Project are being carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

Under 49 USC 303(d), the Federal Highway Administration (FHWA) may determine, if certain conditions are met, that a project will have only a *de minimis* impact, as defined in 23 CFR 774.17, on a property protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. With respect to public recreational facilities, FHWA may make a finding of *de minimis* impact only if it determines that the project will not adversely affect the activities, features, and attributes of the recreational facility eligible for 4(f) protection and the officials with jurisdiction over the recreational facility concur in the finding. The *de minimis* impact finding is based on the degree or level of impact including avoidance, minimization, and mitigation or enhancement measures that are included in the project.

As the official with jurisdiction over this Section 4(f) property, I hereby confirm that I have been informed of Caltrans' intent to make a *de minimis* impact determination for the Los Angeles River and Rio Hondo Trails. I concur that the proposed project would not adversely affect the activities, features, and attributes that qualify the Los Angeles River and Rio Hondo Trails for protection under Section 4(f).



Norma E. García, Director
Los Angeles County Parks and Recreation Department


Date

ATTACHMENT B: SECTION 4(F) AND SECTION 106 CONCURRENCE LETTERS

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**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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June 18, 2012 (revised)

Reply To: FHWA120307B

Gary Iverson, Chief
Cultural Resources Services
District 7
Division of Environmental Planning
100 Main Street, Suite 100
Los Angeles, CA 90012-3606

Re: Determinations of Eligibility for the Interstate 710 (I-710) Corridor Project between Ocean Boulevard (PM 4.9) and the Interchange State Route 60 (PM 24.9), Los Angeles County, California

Dear Mr. Iverson:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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* (PA).

Your letter of April 30, 2012, responding to my comments of April 13, 2012, included additional information about the properties in question, as did your transmittal of May 31, 2012. Thank you for this information. Caltrans has determined that the 200 properties included with your March 1, 2012 letter, are not eligible for the National Register of Historic Places (NRHP). I concur with this finding.

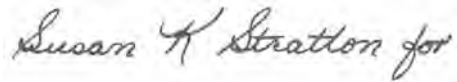
Caltrans has also found that Dale's Donuts, located at 4502 E. Alondra Boulevard in Compton, California (APN: 7301-017-001) is eligible for the NRHP under criterion C as a rare example of programmatic architecture. I do not have enough information at this point to either agree or disagree with this determination. In the interest of expediting the consultation I suggest that since the ultimate finding for the project is "No Adverse Effect" that Caltrans proceed with their finding of effect and assume the property eligible for the purposes of this undertaking only.

Because Caltrans has already elected to move forward prior to SHPO staff review of the archaeological component of the Caltrans submittal, I am providing only those comments which were prepared prior to Caltrans moving forward in the Section 106 process. In discussion with Todd Jaffke of the Caltrans Cultural Studies Office, further SHPO review and comment of the archaeological component of the submittal was determined unnecessary as additional internal review and potential revisions may occur.

Mr. Gary Iverson, Caltrans District 7
June 18, 2012
Page 2 of 2

Thank you for considering historic properties during project planning. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or email at kforrest@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script, reading "Susan H. Stratton for". The signature is written in dark ink on a light background.

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

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September 20, 2012

Reply To: FHWA120307B

Gary Iverson, Chief
Cultural Resources Services
District 7
Division of Environmental Planning
100 Main Street, Suite 100
Los Angeles, CA 90012-3606

Re: Finding of Effect for the Interstate 710 (I-710) Corridor Project between Ocean Boulevard (PM 4.9) and the Interchange State Route 60(PM 24.9), Los Angeles County, California

Dear Mr. Iverson:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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 (PA)*.

I have previously commented on Caltrans efforts to identify and evaluate historic properties for this undertaking.

Caltrans has determined that the undertaking will not adversely affect Dale's Donuts (assumed eligible), Patata Segment and Noakes Segments of the Union Pacific Railroad, or Boulder Dam-Los Angeles 287.5kV Transmission Line.

Given the restrictions of an urbanized environment, Caltrans has made little effort to identify or consider archaeological properties for this undertaking. Knowledge of the overarching sensitivity of the subsurface APE is limited.

Pursuant to 36 CFR 800.5(c), I concur with Caltrans' finding of No Adverse Effect, with the condition that an archaeological monitor be present during all ground disturbing activities.

If you agree with the condition that I have proposed, please evidence your agreement by signing the signature block below. Please return the letter to me as soon as possible. Alternatively, you may provide me with a separate letter concurring in the proposed conditions.

Thank you for considering historic properties during project planning. I look forward to continuing this consultation. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or email at kforrest@parks.ca.gov.

Sincerely,

Susan H. Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

AGREED _____

DATE: _____

Gary Iverson

Chief, Environmental Cultural Studies Branch, District 7

State of California

Business, Transportation and Housing Agency

Memorandum

To: Garrett Damrath, Senior Environmental Planner
Division of Environmental Planning
California Department of Transportation, District 7
Date: December 10, 2012
EFIS: 0700000443
EA: 24990

From: Michelle Morrison, Associate Environmental Planner/Archaeologist
PQS Lead Archaeological Surveyor
Division of Environmental Planning
California Department of Transportation, District 7

Noah M. Stewart, Associate Environmental Planner/ Architectural History
PQS Principal Architectural Historian
Division of Environmental Planning
California Department of Transportation, District 7

Subject: Finding of No Adverse Effect for the proposed Interstate 710 (I-710) Corridor Project between Ocean Boulevard and the State Route 60 Interchange, Los Angeles County, California – additional work necessary

On August 15, 2012, Caltrans Cultural Studies Office (CSO) forwarded the consultant-prepared Finding of Effect (FOE), dated July 2012, to the State Historic Preservation Officer (SHPO) as part of our continued consultation undertaken in accordance with the January 1, 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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* (PA), specifically under Stipulation X.B.1.a of the PA. On September 20, 2012, the SHPO responded to our submission with a letter commenting “given the restrictions of an urbanized environment, Caltrans has made little effort to identify and consider archaeological properties for this undertaking. Knowledge of the overarching sensitivity of the subsurface APE is limited. In order to facilitate project delivery the SHPO stated that he would concur with our findings “with the condition that an archaeological monitor be present during all ground disturbing activities.”

After discussion between District and CSO staff, it was decided that, because of the significant amount of ground disturbing activities within the project area, wholesale archaeological monitoring was much too broad. Rather, staff determined that a sensitivity study, which identifies archaeologically sensitive areas and provides recommendations, would be appropriate. Anmarie Medin, Chief, CSO, had a follow up conversation with Trevor Pratt, Assistant State Archaeologist of the SHPO’s office, during which Ms. Medin explained that Caltrans would not sign the SHPO letter agreeing to full monitoring but instead would continue consultation.

We are now at the point where the sensitivity study must be prepared so that we can continue Section 106 consultation with the SHPO. After discussing with CSO staff, the best approach for moving forward would be to have the consultant prepare a subsurface sensitivity study that will identify archaeologically sensitive areas and provide recommendations. This study should incorporate information such as but not limited to the topography and geology of the area, soil surveys, cut/fill locations, and the correlation to known sites. Caltrans will provide that sensitivity study to SHPO and consult further as necessary. The results of this study will hopefully allow for archaeological monitoring areas to be focused on those landforms with the greatest likelihood for buried deposits and rule out that the entire 20 mile project corridor needs to be monitored. An example of a recently submitted and SHPO approved sensitivity study is included with this memorandum.

In addition to the sensitivity study, an archaeological monitoring plan and a Late Discovery Treatment Plan must also be developed. A monitoring plan should discuss chain of command and decision thresholds for what constitutes as an archaeological property. An archaeologist may be assigned to monitor construction work for the purpose of identifying and evaluating such newly discovered resources, however monitoring is not a substitute for adequate pre-construction identification efforts.

In the rare cases where monitoring may be necessary as a substitute for prior identification (such as in highly sensitive but inaccessible areas), FHWA and SHPO must enter into an MOA, or concur in a finding of No Adverse Effect that stipulates a monitoring or discovery plan, in accordance with Section 106 PA Stipulation XV.A. In most cases, development of a MOA will add significant time to the project schedule, when compared to carrying out proper identification efforts. Exhibit 5.11 of the Caltrans Standard Environmental Reference provides guidance on effective monitoring and planning for late discoveries. Refer to the SER webpage at:
http://www.dot.ca.gov/ser/vol2/exhibits/exhibit_5_11_postreview_discovery.html

Thank you for your help with this undertaking. If you need additional information, please contact Michelle Morrison, Associate Environmental Planner/Archaeologist at 213-897-0676.

Cc: Gary Iverson, District 7, Heritage Resource Coordinator

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www.ohp.parks.ca.gov



June 1, 2017

VIA EMAIL

In reply refer to: FHWA120307B

Kelly Ewing-Toledo
Environmental Branch Chief, Cultural Resources Unit
Caltrans District 7
100 South Main Street, Suite 100, M-S 16A
Los Angeles, CA 90012-3606

Subject: Determination of Eligibility for the Proposed Interstate 710 Corridor Project
between Ocean Boulevard and the State Route 60 Interchange, Los Angeles
County, CA

Dear Ms. Ewing-Toledo:

Thank you for consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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 (PA)*.

The Los Angeles County Metropolitan Transportation Authority, in cooperation with Caltrans, the Gateway Cities Council of Governments, the I-5 Joint Powers Authority, the Ports of Los Angeles and Long Beach, and the Southern California Association of Governments, propose improvements to the I-710 Corridor from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60). Since 2012 the project description has changed. Three alternatives are currently under consideration for the project. Alternative 1 is a No Build Alternative. Alternative 5C (Modernize the I-710 Freeway) proposes increasing the number of general purpose lanes on the freeway and reconfiguring the access points to/from I-710 and its crossing freeways. Alternative 7 (Add Clean0Emission Frieght Corridor [Truck-Only Lanes] Along I-710) proposes adding two separate truck lanes in each direction between Long Beach and Commerce, adjacent to the freeway, approximately 16 miles in length, while maintaining the same number of general purpose lanes on I-710, and reconfiguring the access points to/from I-710 and its crossing freeways. A full project description and the description of the area of potential effect (APE) can be found on pages 5 through 16 of the Supplemental Historical Resources Evaluation Report and on pages 6 through 18 of the Supplemental Archeological Survey Report.

Caltrans has determined that the following properties are not eligible for the listing in the National Register of Historic Places (NRHP):

Name	Address/Location	Community
1542-1544 S EASTERN AVE	1542-1544 S EASTERN AVE	COMMERCE
4505 BANDINI BLVD	4505 BANDINI BLVD	VERNON
4633 LEONIS ST	4633 LEONIS ST	COMMERCE
4821 E WASHINGTON BLVD	4821 E WASHINGTON BLVD	COMMERCE
4903-4909 E WASHINGTON BLVD	4903-4909 E WASHINGTON BLVD	COMMERCE
4549 TELEGRAPH RD	4549 TELEGRAPH RD	LOS ANGELES
4827 TELEGRAPH RD	4827 TELEGRAPH RD	LOS ANGELES
4849 TELEGRAPH RD	4849 TELEGRAPH RD	LOS ANGELES
5155 IMPERIAL HWY	5155 IMPERIAL HWY	SOUTH GATE
10841 SAINT JAMES AVE	10841 SAINT JAMES AVE	SOUTH GATE
5141 IMPERIAL HWY	5141 IMPERIAL HWY	SOUTH GATE
10001 W FRONTAGE RD	10001 W FRONTAGE RD	SOUTH GATE
5162, 5220, 5246 FLORENCE AVE	5162, 5220, 5246 FLORENCE AVE	BELL
10126 W FRONTAGE RD	10126 W FRONTAGE RD	SOUTH GATE
4979 E 52nd PLACE	4979 E 52nd PLACE	VERNON
5366 E SLAUSON AVE	5366 E SLAUSON AVE	COMMERCE
5354 E SLAUSON AVE	5354 E SLAUSON AVE	COMMERCE
6695 ORANGE AVE	6695 ORANGE AVE	LONG BEACH
6701 CHERRY AVE	6701 CHERRY AVE	LONG BEACH
1419 E ELEANOR ST	1419 E ELEANOR ST	COMPTON
16108 S ATLANTIC AVE	16108 S ATLANTIC AVE	COMPTON
300 E ARTESIA LN and 301 E ARTESIA BLVD	300 E ARTESIA LN and 301 E ARTESIA BLVD	LONG BEACH
248 E ARTESIA BLVD	248 E ARTESIA BLVD	LONG BEACH
3111 E VIA MONDO	3111 E VIA MONDO	LONG BEACH
19618 S SUSANA RD	19618 S SUSANA RD	COMPTON
19720 S SUSANA RD	19720 S SUSANA RD	COMPTON
1919 W WARDLOW RD	1919 W WARDLOW RD	LONG BEACH
1401 W PACIFIC COAST HWY	1401 W PACIFIC COAST HWY	LONG BEACH
1532-1560 W ANAHEIM ST	1532-1560 W ANAHEIM ST	LONG BEACH
1332 W 11TH ST	1332 W 11TH ST	LONG BEACH
1290 W 11TH ST	1290 W 11TH ST	LONG BEACH
1326 W 11TH ST	1326 W 11TH ST	LONG BEACH
1335 W 11TH ST	1335 W 11TH ST	LONG BEACH
1300-1312 W 11th ST	1300-1312 W 11th ST	LONG BEACH
1835 SAN FRANCISCO AVE	1835 SAN FRANCISCO AVE	LONG BEACH
2990 GALE AVE	2990 GALE AVE	LONG BEACH
2980 GALE AVE	2980 GALE AVE	LONG BEACH

Name	Address/Location	Community
1302 W GAYLORD ST	1302 W GAYLORD ST	LONG BEACH
Bridge No. 53-0838 Slauson UP	Spanning I-710 PM 21.28	BELL

Based on my review of the submitted documentation I concur.

As part of the supplemental study, Caltrans prepared an Archaeological Sensitivity Study that included a proximity analysis of the original and Supplemental APEs using a Geographic Information System (GIS) and four data layers: elevation high points, the historic alignments of the Los Angeles River, the locations of ethnohistoric villages, and the locations of previously recorded cultural resources identified by South Central Coastal Information Center (SCCIC) record searches. Sanborn Fire Insurance Maps were also reviewed. The Study identified areas within the APE that are characterized by native (undisturbed) deposits, Holocene-age landform contexts, and are in proximity to known resources (both prehistoric and historical railroad and habitation-related resources). The area of direct effects (Direct APE) is considered to have very low sensitivity for the presence of buried archaeological resources within the existing I-710 freeway rights-of-way being that construction activities will likely be limited to the existing engineered fill. If any excavations occur within the Direct APE outside of the existing footprint or if deep excavations occur within the existing I-710 freeway footprint, there is the potential to encounter undisturbed sediments that may contain archaeological resources that will be encountered during construction. Pile driving and the construction of retaining walls within previously disturbed deposits do not have the potential to contain subsurface archaeological resources.

Currently, the undertaking is only at 30 percent design, and based on the results of the Study, archaeological monitoring is presently recommended for 94 acres (3.6 percent) of the Direct APE. Spot checking is recommended for 1,178 acres (45.4 percent) of the Direct APE, and no additional work is recommended for 1,321 acres (50.9 percent) of the Direct APE. The recommendation for spot checking is based on the potential observation of native (previously undisturbed) deposits. The need for spot checking is negated by the observation during spot checking of previously disturbed and/or fill deposits. Presently, Caltrans anticipates that the 94 acres recommended for monitoring and the 1,178 acres of spot checking may be further reduced upon review at 65 percent and 95 percent design review.

At 30 percent design completion, Caltrans considers the Study to be comparable to a management plan (i.e., a living document), and anticipates that the areas currently identified in the Study for monitoring and spot check monitoring will be further refined at 65 percent and 95 percent design. The additional reviews will culminate in a Post-Review Discovery and Monitoring Plan, and Caltrans proposes to continue to consult with the SHPO on these 65 percent and 95 percent review documents/Post-Review Discovery and Monitoring Plan document.

I have reviewed the Archaeological Sensitivity Study and find it to be sufficient. While I have no comments on the Study itself, I do have comments for Caltrans to keep in mind

as you proceed with your assessment of adverse effects for this undertaking. Although the Study has been successful in identifying areas within the Direct APE at 30 percent design that would require monitoring and spot checking to identify potential archaeological deposits encountered during construction, being that prior to the approval of the undertaking Caltrans cannot fully determine how the undertaking may affect historic properties, it appears that a project-level Programmatic Agreement (PA) is more appropriate than a Post-Review Discovery and Monitoring Plan. Moving forward, I advise Caltrans to consider a project-level PA, and if found not appropriate to provide justification as to why a PA is not applicable for this undertaking. Please also refer to the ACHP's *Guidance on Section 106 Agreement Documents* found at <http://www.achp.gov/agreementdocguidance.html#ch2-1> for further guidance.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', with a long horizontal stroke extending to the right.

Julianne Polanco
State Historic Preservation Officer



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

December 20, 2018

VIA EMAIL

In reply refer to: FHWA120307B

Mr. David Price, Acting Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of Effect for the Proposed Interstate 710 Corridor Project between Ocean Boulevard and the State Route 60 Interchange, Los Angeles County, CA

Dear Mr. Price:

You are consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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 (PA)*. As part of your documentation, Caltrans submitted a Supplemental Finding of Effect and a Second Supplemental Historic Property Survey Report for the proposed project. Caltrans originally initiated consultation for this undertaking in March of 2012 in accordance with Stipulation VI.B.1 of the 2004 Section 106 PA.

After submission of a 2012 Finding of No Adverse Effect (FNAE) and public circulation of a Draft Environmental Impact Report/Statement, Caltrans developed a revised set of alternatives in response to new information and comments received from the public. The revised alternatives resulted in the addition of 509 acres to the original area of potential effect (APE), but did not alter the proposed work in the original APE. Caltrans developed the resulting Supplemental APE to encompass all potential effects posed by the Undertaking, including the alternatives contained in the original APE.

Caltrans completed supplemental studies for the revised alternatives in 2017 and 2018. As a result of the supplemental studies, two historic properties not identified in the 2012 FNAE were identified in the Supplemental APE: the Drake Park Historic District and the Los Angeles River Flood Control Channel. The Drake Park Historic District was determined eligible for the National Register of Historic Places (NRHP) in 1987. It is a small subsection of the larger Drake Park/Willmore City Historic Landmark District. A locally designated, City of Long Beach historic district that was established in 1998 and was determined ineligible

for the NRHP in 2016. Caltrans, pursuant to Stipulation VIII.C.4 of the PA is assuming eligibility of the Los Angeles River Flood Control Channel for the purposes of this undertaking.

Pursuant to 36 CFR 800.5(a) and Stipulation X.A of the PA, Caltrans has applied the Criteria of Adverse Effect to the two built environment properties located within the Supplemental APE that do not already have SHPO concurrence on the Finding of Effect and found that the proposed project would have no adverse effect on either of the two resources. With the Drake Park Historic District, there will be a temporary use of public streets for vehicular detours and possible concrete curb/sidewalk demolition and replacement that will not adversely affect the significance, integrity or eligibility of the district as a whole. For the Los Angeles River Flood Control Channel the proposed levee modification and new, extended or replaced bridge bents/pier walls in the channel will not adversely affect the significance, integrity or eligibility of the channel as a whole.

Currently there are no archaeological historic properties have been identified within the Supplemental APE. Caltrans submitted an Archaeological Sensitivity Study in April of 2017. The SHPO found the study to be adequate in June of 2017. Due to the disturbed condition of the soils of the Supplemental APE within the existing freeway footprint, the overall potential for encountering archaeological historic properties is low. However, excavations into native soils have the potential to encounter unknown archaeological historical properties. As a result, effects to archaeological historic properties is unknown at this point. Caltrans will submit a draft project level programmatic agreement that will provide for phased identification, evaluation, and findings of effect for any archaeological properties identified within the Supplemental APE. The programmatic agreement will include a Historic Properties Treatment Plan and monitoring plan to guide these processes.

Based on my review of the submitted documentation, I have no objection to Caltrans' finding that the proposed project will have no adverse effect on the Drake Park Historic District and the Los Angeles River Flood Control Channel. I look forward to working with Caltrans on the programmatic agreement for this undertaking

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENVIRONMENTAL ANALYSIS**

1120 N STREET

P.O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-3567

FAX (916) 653-7757

TTY (916) 653-4086

*Making Conservation
a California Way of Life.*

April 8, 2019

Julianne Polanco
State Historic Preservation Officer
California Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attention: Natalie Lindquist

Re: 4(f) *De Minimis* Finding for Previously Reviewed Interstate 710 Corridor Project between Ocean Boulevard and the State Route 60 Interchange Project (FHWA120307B)

Dear Ms. Polanco:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is continuing consultation with the State Historic Preservation Officer (SHPO) regarding a proposed project in Los Angeles County: FHWA120307B (Interstate 710 Corridor Project between Ocean Boulevard and the State Route 60 Interchange). This consultation is undertaken in accordance with the December 31, 2016 NEPA Assignment Memorandum of Agreement and 36 CFR § 800.4.

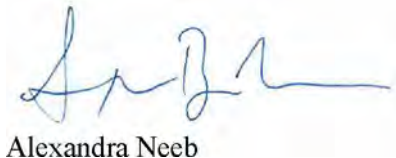
On September 20, 2012, SHPO previously concurred that the undertaking would not adversely affect three historic properties: Union Pacific Railroad (P-19-186110/30-176630), Dale's Donuts, and the Boulder Dam-Los Angeles Transmission Lines. Subsequent expansion of the undertaking's Area of Potential Effect (APE) required additional supplemental studies. On December 20, 2018, SHPO concurred that the undertaking would also not adversely affect two additional historic properties: the Drake Park Historic District and the Los Angeles River Flood Control Channel.

We are notifying you at this time because Caltrans, as assigned by FHWA, intends to make a *de minimis* finding for a Section 4(f) use of these historic properties based on your concurrence in the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU as described in our August 11, 2006 letter agreement. Please note that if no response is received from the SHPO within 15 days of receipt of this letter, Caltrans will assume you have no comments and a non-response for the purposes of a "no adverse effect" determination will be treated as the written concurrence for a *de minimis* finding.

If you have any questions or comments regarding the proposed undertaking please do not hesitate to contact me or Kelly Ewing-Toledo, Senior Environmental Planner, at (213) 897-4095 by phone, or by email at kelly.ewing-toledo@dot.ca.gov. Thank you for your assistance.

Ms. Julianne Polanco
April 8, 2019
Page 2

Sincerely,

A handwritten signature in blue ink, appearing to read 'Alexandra Neeb', is written over a light pink rectangular background.

Alexandra Neeb
Section 106 Coordinator
Cultural Studies Office

Cc: Kelly Ewing-Toledo, D7 Senior Environmental Planner
Kelly Dunlap, D7 Coordinator



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

September 5, 2019

IN REPLY PLEASE

REFER TO FILE: **TPP-1**

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7 – Los Angeles and Ventura Counties
100 South Main Street, Suite 100
Los Angeles, CA 90012

Dear Mr. Kosinski:

INTERSTATE 710 CORRIDOR PROJECT SECTION 4(f) RESOURCES CONCURRENCE

The Los Angeles County Flood Control District and Los Angeles County Public Works appreciates the opportunity to participate in the Section 4(f) concurrence process. The Los Angeles County Flood Control District and Los Angeles County Public Works has no comments and concurs with Caltrans de minimis finding for the project. Enclosed is the signed Section 4(f) letter.

If you have any questions, please contact Mr. Mario Rodriguez, Transportation Planning and Programs Division, at (626) 458-3950 or mrodrigu@pw.lacounty.gov.

Very truly yours,

MARK PESTRELLA
Director of Public Works

for
DAVID B. MACGREGOR
Assistant Deputy Director
Transportation Planning and Programs Division

MT:pr
C200073
P:\TPPPUB\FEDERAL2\FED CRD\CT LETTER\I-710 SECTION 4(F)

Enc.

RECEIVED
SEP 05 2019

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0703
FAX (213) 897-0685
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www.dot.ca.gov



Making Conservation
a California Way of Life.

January 31, 2019

Mark Pestrella
Director
Los Angeles County Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

Dear Mr. Pestrella:

The purpose of this letter is to request concurrence from the Los Angeles County Department of Public Works that the I-710 Corridor Project impact to the DeForest Treatment Wetlands and the Los Angeles River and Rio Hondo Trails is a *de minimis*. Enclosed with this letter is the *de minimis* impact finding including proposed mitigation measures. Please sign and date at the concurrence signature block within 15 days upon receipt of this document.

To proceed with the design and construction of the project, Caltrans needs to document that the project would not adversely affect the activities, features, and attributes of Section 4(f) resources. Therefore, Caltrans is hereby requesting written concurrence from the Los Angeles County Department of Public Works, as the official with jurisdiction.

If you have any questions regarding the proposed project, please contact Jason Roach at (213) 897-0357 or at Jason.roach@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Ronald Kosinski".

RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning

Enclosure

SECTION 4(F) DE MINIMIS IMPACT FINDING

I - 710 Corridor Project

The I-710 Corridor Project (project) proposes to construct improvements from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. This letter is regarding the proposed impacts from the Preferred Alternative, Alternative 5C, on the DeForest Treatment Wetlands and Los Angeles River and Rio Hondo Trails. Under Section 4(f) of the United States Department of Transportation Act of 1966, this recreational property is considered a Section 4(f) resource.

As documented in Appendix B of the Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS), Caltrans intends to make a *de minimis* impact determination for the DeForest Treatment Wetlands. Prior to making a *de minimis* impact determination, Caltrans is required to obtain written concurrence from the official with jurisdiction over the Section 4(f) property that the proposed project would not adversely affect the activities, features, and attributes of the DeForest Treatment Wetlands and the Los Angeles River and Rio Hondo Trails.

Project Effects on the DeForest Treatment Wetlands

Temporary Use of the DeForest Treatment Wetlands

Alternative 5C would require the construction of a wider bridge over the DeForest Market Street Basin at North Long Beach Boulevard, requiring an expanded bridge and aerial easement that is 0.95 acre wider than the existing bridge and easement. The proposed bridge and aerial easement would not be substantially wider than the existing bridge and easement, and would therefore not be expected to result in substantial visual impacts. The wider aerial easement would not interfere with any of the activities, features, or attributes of any recreational activities beneath the bridge, and would not result in any proximity impacts that would substantially impair the resource. Therefore, the wider aerial easement does not constitute a use under Section 4(f).

Alternative 5C would also require 0.95 acre of the DeForest Market Street Basin for a temporary construction easement (TCE) during project construction. The TCE area would be required to construct the wider bridge over the basin at North Long Beach Boulevard, and to restore a maintenance access road to Del Amo Boulevard. The basin would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, light grading, and other similar activities.

The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the recreational facility on a temporary or permanent basis. The area used for the TCE would be returned to the Los Angeles County Department of Public Works in a condition which is at least as good as that which existed prior to the project. Because impacts

in the basin would be temporary, the use of the property is not expected to adversely affect the activities, features, and attributes that qualify the basin for protection under Section 4(f).

Proposed Avoidance, Minimization and/or Mitigation Measure

With implementation of the following mitigation measure, Alternative 5C would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the project would result in a *de minimis* use on the property.

PR-21 Temporary Construction Activities on the Dominguez Gap and DeForest Treatment Wetlands. At the completion of construction activities on the Dominguez Gap and DeForest Treatment Wetlands, Caltrans will require the construction contractor to return the area occupied by the construction activities to a condition as good as or better than prior to its use for construction. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the Los Angeles County Department of Public Works, and the construction contractor.

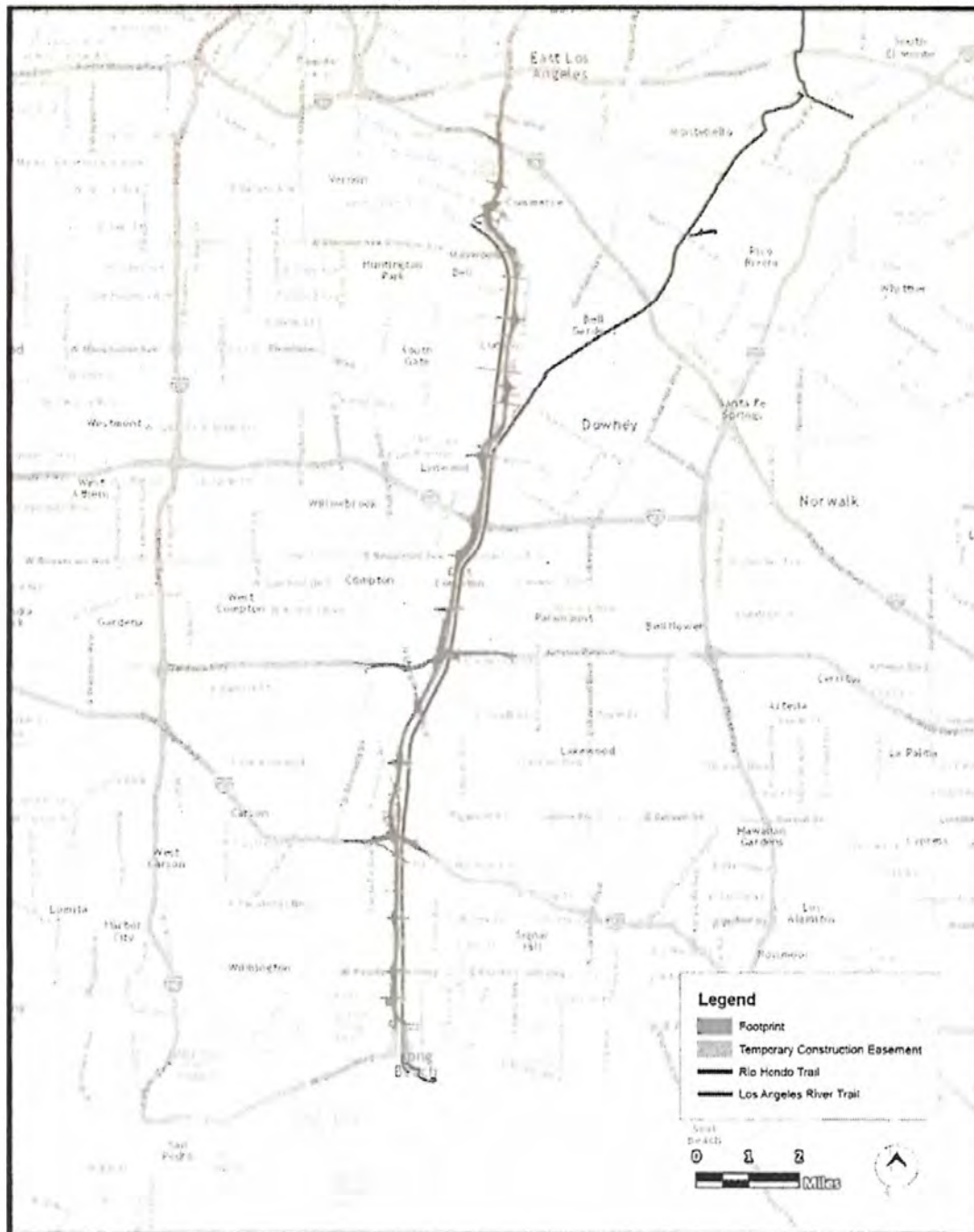
Project Effects on the Los Angeles River and Rio Hondo Trails

Temporary Use of the Los Angeles River and Rio Hondo Trails

As shown in **Figure 1** attached, Alternative 5C would require short-term, temporary closures of trail crossings at I-710 and local streets during construction. There are numerous trail crossings in the study area, starting from East Ocean Boulevard in the south to Slauson Avenue in the north, and the temporary closures would occur along several local streets in between these southern and northern limits. These closures would be temporary and may range from a few days to several months in duration, depending on the project construction activities at a given trail crossing. Alternative/detour routes for the trails would be provided whenever a closure is needed.

The segments of the Los Angeles River and the Rio Hondo Trails at the affected crossings of I-710 and the local streets would be returned to their original condition and/or incorporate enhancements at the completion of construction and would be reopened to public use. Because impacts on the trails would be temporary and detours would be provided, the uses of the properties are not expected to adversely affect the activities, features, and attributes that qualify the trails for protection under Section 4(f).

Figure 1: Temporary Closures of Los Angeles River and Rio Hondo Trails



Proposed Avoidance, Minimization and/or Mitigation Measures

With implementation of the following mitigation measures, Alternative 5C would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has determined that the project would result in a *de minimis* use on the Los Angeles River and Rio Hondo Trails.

- PR-17 Development of Closures of the Los Angeles River and Rio Hondo Trails.** Prior to any temporary closures of the Los Angeles River Trail and/or the Rio Hondo Trail, Caltrans will require the construction contractor to meet with the Los Angeles County Department of Public Works (LACDPW) to review the location and need for each closure. Detours for each closure will be developed in consultation with the LACDPW.
- PR-18 Signing for Detours of the Los Angeles River and Rio Hondo Trails.** Caltrans will require the construction contractor to develop signs directing trail users to alternative routes in consultation with LACDPW and the local jurisdictions through which detours would be routed. Appropriate directional and informational signage will be provided by the construction contractor prior to each closure and far enough away from the closure, so that trail users will not have to backtrack to get to the detour route.
- PR-19 Contact Information during Closures and Detours of the Los Angeles and Rio Hondo Trails.** Caltrans will require the construction contractor to provide a contact number and other information to trail users to contact the construction contractor regarding upcoming or active trail closures. The construction contractor will also be required to provide that information to the LACDPW and the City Public Works Departments in the jurisdictions where the closures/detours are located.
- PR-20 Restoration of Closed Areas on the Los Angeles and Rio Hondo Trails.** Caltrans will require the construction contractor to return trail segments closed temporarily during construction to the LACDPW in their original, or better, condition after completion of construction, and the ownership of those temporarily closed areas will remain with the original owner (the LACDPW).

Request for Written Concurrence

Written concurrence with this determination in no way signifies that the Los Angeles County Department of Public Works is granting right of entry or right of use of the Section 4(f) facility for the project. Any right of entry related to the facility would be negotiated separately between Caltrans and the Los Angeles County Department of Public Works during the right-of-way process for the project. It is noted that any use of recreational properties for the proposed

Mr. Mark Pestrella
January 31, 2019
Page 6

project will require the approval of the Los Angeles County Department of Public Works. Written concurrence with these determinations signifies only that the proposed project would not adversely affect the activities, features, and attributes of the DeForest Treatment Wetlands and the Los Angeles River and Rio Hondo Trails.


De minimis findings on the I-710 Corridor Project are being carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

Under 49 USC 303(d), the Federal Highway Administration (FHWA) may determine, if certain conditions are met, that a project will have only a *de minimis* impact, as defined in 23 CFR 774.17, on a property protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. With respect to public recreational facilities, FHWA may make a finding of *de minimis* impact only if it determines that the project will not adversely affect the activities, features and attributes of the recreational facility eligible for 4(f) protection and the officials with jurisdiction over the recreational facility concur in the finding. The *de minimis* impact finding is based on the degree or level of impact including avoidance, minimization, and mitigation or enhancement measures that are included in the project.

As the official with jurisdiction over this Section 4(f) property, I hereby confirm that I have been informed of Caltrans' intent to make a *de minimis* impact determination for the DeForest Treatment Wetlands and Los Angeles River and Rio Hondo Trails. I concur that the proposed project would not adversely affect the activities, features, and attributes that qualify the DeForest Treatment Wetlands and Los Angeles River and Rio Hondo Trails for protection under Section 4(f).



for Mark Pestrella, Director
Los Angeles County Department of Public Works



Date



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

Norma E. García-González, Director

August 20, 2020

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7-Los Angeles and Ventura Counties
100 South Main Street, Suite 100
Los Angeles, CA 90012

Dear Mr. Kosinski:

**INTERSTATE 710 CORRIDOR PROJECT
SECTION 4(F) RESOURCES CONCURRENCE**

The Los Angeles County Department of Parks and Recreation (DPR) appreciates the opportunity to evaluate the potential impacts of the I-710 Corridor Project Preferred Alternative 5C to the County's Los Angeles River and Rio Hondo Trails. DPR is committed to providing broad and inclusive access to recreation throughout the County. DPR has a long history of advocacy for the expansion and protection of the County's regional multi-use trail system, which serves as a vital outlet for healthy recreational activities, access to nature, and connections to key community destinations. The Los Angeles River and Rio Hondo River Trails are key to the framework of this system given their interconnectivity and geographic context within densely populated urban areas and park poor communities.

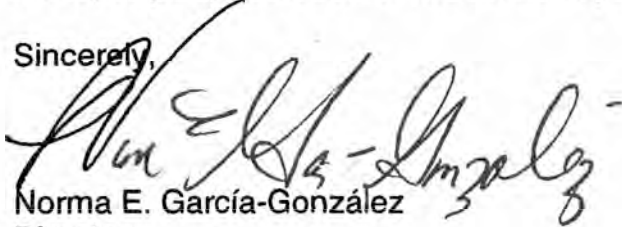
DPR concurs with Caltrans *de minimis* finding for the project due to the temporary nature of the impacts and subject to the implementation of the mitigation measures outlined in the Section 4(F) De Minimis Impact Finding document dated July 27, 2020. As noted, Alternative 5C would require short-term, temporary closures of trail crossings at I-710 and local streets during construction ranging between a few days to several months in duration. It is understood that alternative/detour routes for the trails would be provided whenever a closure is needed and to that end, DPR would like to ensure that the alternatives/detours implemented will accommodate equestrian users (in addition to pedestrian and bicyclists). Further, the segments of the Los Angeles River and the Rio Hondo Trails at the affected crossings of I-710 and the local streets shall be returned to their original condition and/or incorporate enhancements at the completion of construction.

Mr. Ronald Kosinski
August 20, 2020
Page 2

Please refer to the executed Section 4(f) document enclosed.

If you have any questions, please contact Michelle O'Connor, Trails Planning Section Head, at (626) 588-5302 or MOconnor@parks.lacounty.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Norma E. García-González". The signature is fluid and cursive, with a horizontal line extending from the end.

Norma E. García-González
Director

NEG:AB:SW:LB:MO:ev

Enclosure

c: Parks and Recreation (A. Bokde, S. Woods, L. Barocas, M. O'Connor)

From: Meredith Reynolds <Meredith.Reynolds@longbeach.gov>
Sent: Thursday, June 11, 2020 1:02 PM
To: Roach, Jason P@DOT <jason.roach@dot.ca.gov>; Stephen Scott <Stephen.Scott@longbeach.gov>
Cc: Kosinski, Ron J@DOT <ron.kosinski@dot.ca.gov>; Cordi, Michelle@DOT <Michelle.Cordi@dot.ca.gov>; Chaves, Ernesto <ChavesE@metro.net>; Montez, Carlos <MontezC@metro.net>; Alvin Papa <Alvin.Papa@longbeach.gov>
Subject: Re: I-710 Corridor Section 4(f) de minimis

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Jason,

Here is our concurrence:

- LB-MUST was included in the Shoemaker EIR, which is consistent with the I-710 EIR)
- Should the project not impact or use DeForest Avenue, it would not warrant improvements. If the project scope changes and does impact of use DeForest Avenue, this would be contingent upon the improvements outlined in the letter.

Sorry for the delay, thank you,

Meredith Reynolds
COVID-19 Response Team
562.587.2383
meredith.reynolds@longbeach.gov
City of Long Beach

From: Roach, Jason P@DOT <jason.roach@dot.ca.gov>
Sent: Thursday, June 11, 2020 12:32 PM
To: Meredith Reynolds <Meredith.Reynolds@longbeach.gov>; Stephen Scott <Stephen.Scott@longbeach.gov>
Cc: Kosinski, Ron J@DOT <ron.kosinski@dot.ca.gov>; Cordi, Michelle@DOT <Michelle.Cordi@dot.ca.gov>; Chaves, Ernesto <ChavesE@metro.net>; Montez, Carlos <MontezC@metro.net>; Alvin Papa <Alvin.Papa@longbeach.gov>
Subject: RE: I-710 Corridor Section 4(f) de minimis

-EXTERNAL-

Hello Meredith and Steven –

I haven't yet seen any response to this, is there anything I can help with? I spoke with Alvin Papa regarding this a few days after I sent the below email and provided clarification on the request. Please let me know if I can expect a response in the next few days as we are trying to wrap up the Final EIR/EIS. Please contact me with any questions. Thank you.

Jason Roach
Senior Environmental Planner
Caltrans, District 7
(213) 897-0357
213-266-3805 (cell)

From: Roach, Jason P@DOT
Sent: Monday, April 27, 2020 2:30 PM
To: Meredith Reynolds <Meredith.Reynolds@longbeach.gov>; Stephen Scott <Stephen.Scott@longbeach.gov>
Cc: Kosinski, Ron J@DOT <ron.kosinski@dot.ca.gov>; Cordi, Michelle@DOT <Michelle.Cordi@dot.ca.gov>; Chaves, Ernesto <ChavesE@metro.net>; Montez, Carlos <MontezC@metro.net>
Subject: I-710 Corridor Section 4(f) de minimis

Good Afternoon Stephen and Meredith -

Thank you for providing the Section 4(f) concurrence letter, dated February 24, 2020 (attached). I would like to confirm our understanding of the City's concurrence. In a letter dated February 7, 2020 (also attached) Caltrans requested the City's concurrence on Section 4(f) de minimis findings for Cesar E. Chavez Park and the Drake/Chavez Greenbelt. In your 2/24/20 letter, the City provided written concurrence on the de minimis finding for Cesar E. Chavez Park, and stated that the project's impacts on the Drake/Chavez Greenbelt have been avoided.

The area referred to as the Drake/Chavez Greenbelt in the Section 4(f) analysis contained in the RDEIR/SDEIS is a planned portion of the greenbelt located to the south of the Shoemaker Bridge, as shown in the City's RiverLink Plan (February 2007). The I-710 Corridor Project would incur a de minimis use in this area as a result of a proposed roadway extending from the Shoemaker Bridge to Shoreline Drive. However, it is our understanding that the area to the south of the Shoemaker Bridge is now proposed for the Long Beach Municipal Stormwater Treatment (LB MUST) Facility. The LB MUST facility was analyzed relative to the requirements of Section 4(f) as part of the Shoemaker Bridge Project EIR/EA, and the City of Long Beach concurred with those findings prior to finalizing the EIR/EA in March 2020. The 710 Corridor Project does not duplicate that analysis. Please respond with confirmation that this approach is accurate and consistent with the City's understanding.

Further, Caltrans would like to obtain clarification of the conditions provided in the aforementioned letter related to the need for TCEs along DeForest Avenue. Based on the meeting held in September 2019 and subsequent coordination between City staff and the I-710 Corridor Project team, it was the understanding of the Project team that the conditions provided in the initial set of comments and in the concurrence letter (including repaving and

striping work of DeForest Avenue, bioswale construction, and construction of a cul-de-sac and parking area) would not be necessary, as the impacts of the TCEs at this location do not warrant this level of mitigation. Please confirm that this is consistent with the City's understanding and provide concurrence with the TCEs along DeForest Avenue. Caltrans is committed to continued coordination as the I-710 Corridor Project develops to ensure the protection of Section 4(f) resources. Please contact me with any questions. Thank you.

Jason Roach

Senior Environmental Planner

Caltrans, District 7

(213) 897-0357



CITY OF LONG BEACH

DEPARTMENT OF PARKS, RECREATION & MARINE

2760 N. Studebaker Road, Long Beach, CA 90815-1697
(562) 570-3100 • FAX (562) 570-3109
www.LBParks.org



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best in the nation

February 24, 2020

Mr. Ronald Kosinski
Deputy District Director
California Department of Transportation
District 7, Division of Environmental Planning
100 South Main Street, Mail Stop 16A
Los Angeles, CA 90012

Subject: I-710 Corridor Project: Section 4(f) Request of Written Concurrence for
Temporary Construction Easements, Los Angeles County, California

Dear Mr. Kosinski:

On May 16, 2019, the State of California Department of Transportation (Caltrans) submitted a response to the City of Long Beach Department of Parks, Recreation and Marine (Department) based on correspondence dated March 14, 2019 that included the City's comments on Section 4(f) de minimis findings for the I-710 Corridor Project (Project). This included Cesar Chavez Park and the Drake/Chavez Greenbelt, along with temporary occupancy exceptions (TCEs) to Coolidge Park, Cressa Park, Los Cerritos Park, and Wrigley Greenbelt. These letters are included as Attachment A. Since May 2019, the City and Caltrans have been in discussions on the TCEs, with the outcomes memorialized below.

1. TCEs at Coolidge Park, Cressa Park, Los Cerritos Park have been re-evaluated and subsequently avoided under the Preferred Alternative for the I-710 Corridor Project. As a result, there will be no temporary or permanent construction impacts from this Project.
2. TCEs and permanent construction easements at Wrigley Greenbelt have been re-evaluated and subsequently avoided under the Preferred Alternative for the I-710 Corridor Project. The permanent construction easements associated with the pedestrian/bicycle overcrossing has instead been relocated outside of the footprint of Wrigley Greenbelt, a design which the City supports to retain this connection while not impacting the greenbelt. As a result, there will be no temporary or permanent construction impacts from this Project.

3. TCEs and permanent construction easements at Drake/Chavez Greenbelt have been re-evaluated and subsequently avoided under the Preferred Alternative for the I-710 Corridor Project. As a result, there will be no temporary or permanent construction impacts from this Project.
4. TCEs proposed along Deforest Avenue would be permitted, provided Caltrans make the following improvements at the conclusion of TCEs: 1) repave, restripe and resign Deforest Avenue, from Anaheim Street to the entrance to the Greenbelt; 2) construct a bioswale along western side of the road, and the bottom of the slope of the levee that connects to LBMUST; 3) construct a create cul-de-sac with parking for the greenbelt at the southern end of Deforest Avenue near the pump station.

Additionally, the following measures in the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the I-710 Corridor Project will be implemented to minimize harm to Cesar E. Chavez Park, and are included in the Environmental Commitment Record for the Project which also serves as the Mitigation Monitoring and Reporting Program (MMRP) under CEQA:

1. PR-10: Design refinements at Cesar E. Chavez Park.
2. PR-11: Future Boundaries and Improvements at Cesar E. Chavez Park, including coordination with the City to identify park improvements for the new areas added to the park, including removal of pavement and other materials from existing Shoreline Drive, the landscaping of those areas, and the provision of sidewalks and bicycle paths as appropriate to connect the consolidated parcels, to develop a landscaping plan and bicycle path plan for the area over 3rd Street depressed cross-section, and to develop a plan for public access to the northwest portion of the park for passive activities such as wildlife viewing and walking.
3. PR-12: replacement of basketball courts at Cesar E. Chavez Park.

Department staff have reviewed the request for written concurrence and based on the elimination of TCEs and incorporation of City-required elements into the I-710 Corridor Project, the Department has determined that applying the *de minimis* finding for temporary and permanent uses as listed in this correspondence (23 CFR 774.13(d)) is appropriate. As the official with jurisdiction over this Section 4(f) property, I hereby confirm that I have been informed of Caltrans' intent to apply a *de minimis* finding for temporary use and permanent incorporation of Cesar E. Chavez Park and a portion of Deforest Avenue.

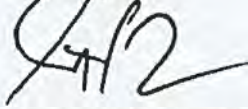
My signature below, represents written concurrence that all of the conditions for a *de minimis* finding are met and that the I-710 Corridor Project would not adversely affect the activities, features and attributes that qualify Cesar E Chavez Park and Deforest Avenue for protection under Section 4(f). The signature is conditions upon the Section 4(f) impacts and avoidance/minimization measures as included in the Section 4(f) Analysis.

February 24, 2020

Page 3 of 3

If there are questions about the comments the Department has provided herein, please contact Meredith Reynolds, Park Planning and Partnerships Manager at meredith.reynolds@longbeach.gov or 562.570.3165.

Thank you,

A handwritten signature in black ink, appearing to read 'SPS', is written over the 'Thank you,' text.

Stephen P. Scott
Interim Director

ATTACHMENTS:

- A. City of Long Beach Correspondence (March 14, 2019) and State of California Department of Transportation Response Letter (May 16, 2019)

CC:

Jason Roach, Caltrans District 7 Senior Environmental Planner
Ron Kosinski, Caltrans District 7 Deputy District Director
Kevin Jackson, Long Beach Deputy City Manager
Craig Beck, Long Beach Director of Public Works
Linda Tatum, Long Beach Director of Development Services
Alvin Papa, Long Beach City Engineer

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Appendix C TITLE VI POLICY

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DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

September 2021

NON-DISCRIMINATION POLICY STATEMENT

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

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

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

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

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Toks Omishakin
Director

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Appendix D SUMMARY OF RELOCATION BENEFITS

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Summary of Relocation Benefits

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, consistent, and equitable treatment*** of persons displaced as a result of federal and federally assisted projects in order that such persons ***shall not suffer disproportionate injuries*** as a result of projects 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.

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 90 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 \$31,000. If the total entitlement (without the moving payments) is in excess of \$31,000, 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 90 days, in addition to moving expenses, is \$7,200. If the total entitlement for rent supplement exceeds \$7,200, 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 90 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 \$7,200. 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 \$31,000 and \$7,200 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 \$25,000 (per MAP-21 amended Uniform Act) 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 \$40,000 (per MAP-21 amended Uniform Act).

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.

Further information on Caltrans' Division of Right of Way's Relocation Assistance Program can be found at <http://www.dot.ca.gov/hq/row/rap/index.htm>.

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Attachment A

**Your Rights and Benefits as a Displacee
Under the Uniform Relocation Assistance Program
(Residential)
(English and Spanish)
2014**

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Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential)



California Department of
Transportation

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

- (1) Decent, safe, and sanitary. (See definition below)
- (2) Functionally equivalent to the displaced dwelling.
- (3) Adequate in size to accommodate the family being relocated.
- (4) In an area not subject to unreasonable adverse environmental conditions.
- (5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of employment.
- (6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary - which

means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

- (1) Be structurally sound, weather tight, and in good repair.
- (2) Contain a safe electrical wiring system adequate for lighting and other devices.



- (3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.
- (4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than 2 persons per room unless

the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

- (5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.

- (6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.
- (7) *For a displaced person who is handicapped,* be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by *such displaced person.*

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either a:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

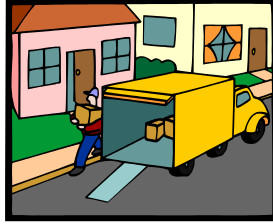
Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

- (1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or
- (2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or
- (3) A contract to purchase any interests or estates; or
- (4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Moving Expenses



If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained below.

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses may

include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2014 Rate):

4 Rooms - \$ 1,295

7 Rooms - \$ 2,090

The Fixed Move Schedule for a furnished unit (e.g. you are a tenant of an apartment that is furnished by your landlord) is based on Schedule B.

Example (Year 2014 Rate):

1 Room - \$450

A dormitory style room under the 2014 Schedule B rate would receive \$125.

Under the Fixed Move Schedule, you will not receive any additional payments for temporary storage, lodging, transportation or utility hook-ups.

Replacement Housing Payments

The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant, and the length of occupancy in the property being acquired.

If you are a qualified **owner occupant** of more than 90 days prior to the initiation of negotiations for the acquisition of your property, you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

If you are a qualified **tenant occupant** of at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Down payment Option

Length of occupancy simply means counting the number of days that you actually occupied a dwelling before the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: If you have been in occupancy less than 90 days before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment. Check with your Relocation Agent before you make any decision to vacate your property.

For Owner Occupants of 90 Days or More

If you qualify as a 90-day owner occupant, you may be eligible - in addition to the fair market value of your property - for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse you for any increased mortgage interest costs you might incur because the interest rate on your new mortgage exceeds the interest rate on the property acquired by Caltrans. The payment computation is complex as it is based on prevailing rates, your existing loan and your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

EXAMPLES OF PRICE DIFFERENTIAL PAYMENT COMPUTATION:

Assume that Caltrans purchases your property for \$98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property will cost you \$100,000. If your purchase price is \$100,000, you will receive \$2,000 (see *Example A*).

If your actual purchase price is more than \$100,000, you pay the difference (see *Example B*). If your purchase price is less than \$100,000, the differential payment will be based on actual costs (see *Example C*).

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property	\$100,000
Acquisition Price of Your Property	<u>-\$ 98,000</u>
Maximum Price Differential	\$ 2,000

Example A

Purchase Price of Replacement	\$100,000
Comparable Replacement Property	\$100,000
Acquisition Price of Your Property	<u>-\$ 98,000</u>
Maximum Price Differential	\$ 2,000

Example B

Purchase Price of Replacement Property	\$105,000
Comparable Replacement Property	\$100,000
Acquisition Price of Your Property	<u>\$ 98,000</u>
Maximum Price Differential	\$ 2,000
You Must Pay the Additional \$5,000	

Example C

Comparable Replacement Property	\$100,000
Purchase Price of Replacement	\$ 99,000
Acquisition Price of Your Property	<u>\$ 98,000</u>
Price Differential	\$ 1,000

In Example C you will only receive \$1,000 - not the full amount of the Caltrans "Comparable Replacement Property" because the requirements to spend were not met.

IN ORDER FOR A "90 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING PAYMENT (*Price Differential, Mortgage Differential and Incidental Expenses*), **you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

- (1) The date you first receive a notification of an available replacement house, **OR**
- (2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Tenants of 90 Days or More

If you qualify as a 90-day occupant, you may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

- a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**
- b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer - regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling

and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations.

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may - with certain limitations - be converted to a **Down payment Option** to assist you in purchasing a replacement property.

Example of Rent Differential Payment Computation:

After a thorough study of comparable, decent, safe and sanitary dwellings that are available for rent, Caltrans determines that a comparable replacement property will rent for \$325.00 per month.

Caltrans Computation (rates are per month)

Rental Rate for Comparable Replacement Property:	\$ 325
PLUS average estimated utilities costs:	<u>+ 100</u>
TOTAL Cost to Rent Comparable Replacement Property:	= \$ 425

Rental Rate for Your Current Property:	\$ 300
PLUS average utilities costs:	<u>+ 90</u>
TOTAL Cost you pay to rent your current property:	= \$ 390
Comparable Replacement Property including utilities:	\$ 425
Cost you pay to rent your property including utilities:	<u>+ 390</u>
Difference:	=\$ 35

Multiplied by 42 months = \$1,470 Rent Differential

Example A:

Rental Rate for a Replacement Property, including estimated average utilities costs:	\$ 525
Comparable Replacement Property including utilities:	\$ 425
Cost you pay to rent your property including utilities:	\$ 390

Since \$425 is less than \$525, the Rent Differential is based on the difference between \$390 and \$425.

Rent Differential (\$35 x 42 months = \$1,470)

In this case you spent “at least” the amount of the Comparable Replacement Property on the replacement property and will receive the full amount.

Example B:

Rental Rate for a Replacement Property, including estimated average utilities costs:	\$ 400
Comparable Replacement Property including utilities:	\$ 425
Cost you pay to rent your property including utilities:	\$ 390

Since \$400 is less than \$525, the Rent Differential is based on the difference between \$400 and \$390.

Rent Differential (\$10 x 42 months = \$420)

In this case you spent “less than” the amount of the Comparable Replacement Property on the replacement property and will not receive the full amount.

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. And, you will also receive at least 90 days' written notice before you must move.

Down Payment Option

The Rent Differential payment may - with certain limitations - be converted to a **Down Payment Option** to assist you in purchasing a replacement property. The down payment option is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between \$0 and \$7,200, your down payment option will be \$7,200, which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over \$7,200, you may be able to convert the entire amount of the Rent Differential to a down payment option.

The down payment option must be used for the acquisition of the replacement dwelling, plus any eligible incidental expenses (see "90-day Owner Occupants Incidental Expenses") related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your down payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a down payment option, those advance payments will be deducted from the entire benefit.

Last Resort Housing

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of \$7,200 and \$31,000 in order to make available housing affordable.

Relocation Advisory Assistance



Any individual, family, business or farm displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real property taxes.
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or

handicapped. You may obtain the services of a real estate broker to assist in finding a replacement dwelling but, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans may establish a temporary Relocation Field Office on or near the project. Project relocation offices would be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions and be sure you fully understand all of your rights and available benefits.



YOUR RIGHTS AS A DISPLACEE

All eligible displacees have a freedom of choice in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. Do not execute a purchase agreement or a rental agreement until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement

housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

Americans with Disabilities Act (ADA) Notice:

This document is available in alternative formats for people with physical disabilities. Please call (916) 654-5413, or write to 'Department of Transportation - Right of Way, MS-37, 1120 N Street, Sacramento, CA 95814,' for information.

NOTES



Residential
Effective October 1, 2014 (2nd Printing)

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Attachment B

**Your Rights and Benefits as a Displacee Under
the Uniform Relocation Assistance Program**

(Mobile Homes)

(English and Spanish)

2014

Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Mobile Home)



California Department of
Transportation

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

- (1) Decent, safe, and sanitary. (See definition below)
- (2) Functionally equivalent to the displaced dwelling.
- (3) Adequate in size to accommodate the family being relocated.
- (4) In an area not subject to unreasonable adverse environmental conditions.
- (5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of employment.
- (6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S):

Replacement housing must be decent, safe, and sanitary - which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

- (1) Be structurally sound, weather tight, and in good repair.
- (2) Contain a safe electrical wiring system adequate for lighting and other devices.
- (3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.
- (4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than two persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.
- (5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or

shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: *In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.*

- (6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.
- (7) *For a displaced person who is handicapped*, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by *such displaced person*.

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a

transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Mobile Home: Generally refers to single, double or triple wide mobile home units. It does not include manufactured homes that are permanently affixed to the realty, as these are treated as single family dwellings. However, it can include certain trailers or recreational vehicles that are a primary residence depending on how they are permanently affixed to the real property.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

- (1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or
- (2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or
- (3) A contract to purchase any interests or estates; or
- (4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Mobile Homes

If the mobile home ***is not*** acquired by Caltrans, the owner (regardless of who occupies it) of a mobile home is eligible for a payment to move the mobile home to a replacement piece of land based on an actual cost basis. This includes the cost to disassemble, move and reassemble any porches, decks, skirting and/or awnings. Additional costs may be eligible for reimbursement if Caltrans determines they are "actual, reasonable and necessary." Some of these costs might be:

- Anchoring the unit to the new pad
- Additional axles or brakes on the mobile home that are required for transportation.
- Temporary protection of an extra wide mobile home unit that must be split during the move.
- Utility hook-ups to the unit (e.g. water, sewer, septic, electricity, gas) - if utilities are already available to the mobile home location (e.g. pad).
- Necessary repairs to meet local and state code.
- Modifications necessary to meet Caltrans "decent, safe and sanitary" requirements.

- Non-returnable entrance fee to the mobile home park - with limitations.

The movement of the mobile home must be performed by a qualified mover and the payment is based on the lowest of two bids obtained by the owner of the mobile home and approved by Caltrans. Caltrans cannot pay for the move of the mobile home beyond 50 miles unless there are no suitable replacement sites within the 50 mile radius. Approval for a move beyond 50 miles must be obtained in advance of the move.

Moving Expenses

In addition to moving the mobile home (regardless of who owns it), the occupant may be eligible for a payment to move their personal property - If you qualify as a "displaced person".

The methods of moving and the various types of moving cost payments are explained below. Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses *may* include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.

- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2014 Rate):

4 Rooms - \$1,295
7 Rooms - \$2,090

If the furniture is moved with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 2014 Rate):

4 Rooms - \$705
7 Rooms - \$960

Normally no additional payments for temporary storage, lodging, transportation or utility hook-ups of household appliances, can be paid with the fixed move schedule. However, the occupants of the mobile home who choose to move back into the same mobile home at the new location, can receive an allowance for food and lodging during the move and set-up time. Also, utility hook-ups to the mobile home unit may be eligible for reimbursement.

Note: *Even if the mobile home is acquired by Caltrans (regardless of whom owns it), the occupant is still eligible for a payment to move their personal property.*

Replacement Housing Payments

The occupant of a mobile home unit may be eligible for a replacement housing payment. The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant *of the mobile home*, and the length of occupancy in the mobile home unit that is on property being acquired for a highway project.

If you are a qualified **owner occupant** of both the land and the mobile home for more than 90 days prior to the initiation of negotiations for the acquisition of your property – and the mobile home unit is acquired by Caltrans – you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

You do not have to purchase and occupy another mobile home unit in order to receive your RHP - however, the new residential unit must meet "decent, safe and sanitary" requirements.

If the mobile home is not acquired by Caltrans, you may still be eligible for a RHP to assist you with purchasing a replacement piece of land where you can move your mobile home.

It is **important** to know that if you ***do not own both*** the mobile home and the land, your RHP may be limited. You must work closely with your Relocation Agent to fully understand your eligibility.

If you are a qualified **tenant occupant** of the mobile home for at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Downpayment Option

As the occupant of a mobile home – regardless of the length of time or your status as an owner or tenant – your payment will vary depending upon the following:

- Acquisition of the mobile home unit.
- Ownership of the mobile home.
- Occupancy of the mobile home at the new location if it is moved.

- Choice of replacement housing.

Length of occupancy simply means counting the number of days that you actually occupied the mobile home unit on the land that is being acquired by Caltrans – prior to the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/her representative, to give him/her a written offer for the property to be acquired.

Note: If you have been in occupancy less than 90 days before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment, based on the established affordability guidelines. Check with your Relocation Agent before you make any decision to vacate your property.

For Owner Occupants of 90 Days or More

If you qualify as a 90-day owner occupant, you may be eligible – in addition to the fair market value of your property – for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse you for any increased mortgage interest costs you might incur because the interest rate on your new mortgage for the real property, or the loan obtained for just the mobile home unit, exceeds the interest rate on the property acquired by Caltrans. The payment

computation is complex because it is based on prevailing rates, your existing loan **and** your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a *bona fide* mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual, reasonable and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title insurance, recording fees, credit report, appraisal, and certain other closing costs associated with the purchase of your replacement property. You may also be eligible for certain costs related to the purchase of a new mobile home, such as sales tax or use tax payments, DMV title transfer fees, or building and transportation permits. You will not be reimbursed for any recurring costs such as prepaid real estate taxes or property insurance.

EXAMPLES OF PRICE DIFFERENTIAL PAYMENT COMPUTATION:

SCENARIO 1: If you ***owned and occupied the mobile home for at least 90 days***, and its on ***your own land***, and Caltrans ***acquires your mobile home***, then you are entitled to receive a **Price Differential** based on a comparable residential property.

Assume that Caltrans purchases your property and mobile home for \$98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property, a mobile home on a similar size lot, will cost you \$100,000. If your actual purchase price is \$100,000, you will receive \$2,000 (see *Example A*).

If your purchase price is more than \$100,000, you pay the difference (see *Example B*). If your purchase price is less than \$100,000, the differential payment will be based on actual costs (see *Example C*).

Remember: You do not have to purchase another mobile home as your replacement property.

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property and Mobile Home	\$100,000
Acquisition Price of Your Property and Mobile Home	<u>- \$ 98,000</u>
Maximum Price Differential	\$ 2,000

Example A

Purchase Price of Replacement Property and Mobile Home	\$100,000
Comparable Replacement Property and Mobile Home	\$100,000
Acquisition Price of Your Property and Mobile Home	<u>-\$ 98,000</u>
Maximum Price Differential	\$ 2,000

Example B

Purchase Price of Replacement Property and Mobile Home	\$105,000
Comparable Replacement Property and Mobile Home	\$100,000
Acquisition Price of Your Property and Mobile Home	<u>-\$ 98,000</u>
Maximum Price Differential	\$ 2,000

You Must Pay the Additional \$ 5,000

Example C

Comparable Replacement Property and Mobile Home:	\$100,000
Purchase Price of Replacement and Mobile Home:	\$ 99,000
Acquisition Price of Your Property and Mobile Home:	<u>-\$ 98,000</u>
Price Differential	\$ 1,000

In Example C you will receive \$1,000 – not the full amount of the Caltrans "Comparable Replacement Property" because the requirements to spend were not met.

SCENARIO 2: If you ***owned and occupied the mobile home for at least 90 days***, and it is located on ***your own property***, and Caltrans DOES NOT ***acquire your mobile home***, then you are entitled to receive a **Price Differential** based on a comparable residential property on which you can relocate your mobile home.

Assume that Caltrans purchases your property \$48,000. After a thorough study of available locations for purchase that can accommodate the mobile home unit that you retained (which will be moved by a qualified mover), Caltrans determines that a comparable replacement property will cost you \$51,000. If your actual purchase price is \$51,000, you will receive \$3,000 (*see Example A*).

If your actual purchase price is more than \$51,000, you pay the difference (*see Example B*). If your purchase price is less than \$51,000, the differential payment will be based on actual costs (*see Example C*).

Remember: You do not have to buy a replacement piece of land for your mobile home. You can sell your mobile home to a private party, and purchase a single family residence. However, your RHP will be based on the replacement value of the land.

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Land:	\$ 51,000
Acquisition Price of Your Land:	<u>-\$ 48,000</u>
Maximum Price Differential:	\$ 3,000

Example A

Purchase Price of Replacement Land:	\$ 51,000
Comparable Replacement Land:	\$ 51,000
Acquisition Price of Your Land:	<u>-\$ 48,000</u>
Maximum Price Differential:	\$ 3,000

Example B

Purchase Price of Replacement Land:	\$ 55,000
Comparable Replacement Land:	\$ 51,000
Acquisition Price of Your Land:	<u>-\$ 48,000</u>
Maximum Price Differential:	\$ 3,000

You Must Pay the Additional \$ 4,000.

Example C

Comparable Replacement Property:	\$ 51,000
Purchase Price of Replacement:	\$ 49,500
Acquisition Price of Your Property:	<u>-\$ 48,000</u>
Price Differential:	\$ 1,500

In Example C you will only receive \$1,500 – not the full amount of the Caltrans "Comparable Replacement Property" because the requirements to spend were not met.

SCENARIO 3: If you ***owned and occupied the mobile home for at least 90 days***, and its on land that you rent (e.g. a mobile home park), and Caltrans DOES NOT ***acquire your mobile home***, then you may be entitled to a **Rent Differential** based on a comparable piece of land.

However, if Caltrans acquires your mobile home because it cannot be moved, it is not considered "decent, safe and sanitary," there are no comparable replacement locations, or available mobile home parks will not accept it because of its size or condition, then you may be entitled to a **Price Differential** for the mobile home plus a **Rent Differential** for the land you rent in the Mobile Home Park.

Assume that Caltrans purchases your mobile home for \$38,000 which is located in a Mobile Home Park where you pay \$400 per month for rent (which includes water, power, lights and sewer). Caltrans conducts a thorough study of available pieces of land for rent that can accommodate a mobile home unit **AND** the purchase price of a comparable mobile home unit. An example of your entitlement might be:

Caltrans' Computation

Comparable Replacement	
Land for Rent:	\$ 500
Rent you currently pay at the mobile home park:	<u>-\$ 400</u>
Monthly difference:	\$ 100
Multiplied times 42 months –	
Maximum Rent Differential:	\$ 4,200

If you spent at least \$500 per month at the new location.

PLUS:

Comparable Replacement Mobile
Home for purchase: \$ 42,000

Acquisition Price of the Mobile
Home you occupy: -\$ 38,000

Maximum Price Differential: \$ 4,000

If you pay at least \$42,000 for a new mobile home to be set up at the new mobile home park.

In order for a "90 day owner occupant" to receive the full amount of their Replacement Housing Payment (*Price Differential, Mortgage Differential and Incidental Expenses*), you must:

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

- (1) The date you first receive a notification of an available replacement residential property (e.g. mobile home on an existing location, land available for your mobile home, or another type of residential unit),

OR

- (2) The date that Caltrans has paid the acquisition cost of your mobile home and/or

land (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Tenant Occupants of 90 Days or More

If you qualify as a 90-day tenant occupant, you may be eligible for a Replacement Housing Payment in the form of a Rent Differential. Remember – it is your status in the mobile home unit that determines your "occupancy".

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

- a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**
- b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer – regardless of the source (e.g. electricity, propane, and sewer). It does not include garbage, cable, telephone, or

security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations.

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment, with certain limitations, may be converted to a **Downpayment Option** to assist you in purchasing a replacement property. (See page 31 for a full explanation)

Example of Replacement Housing Payments for 90 day tenant occupants:

You ***rented and occupied*** the mobile home and the land for at least 90 days. You are entitled to a **Rent Differential** based on the actual rent of the mobile home unit (including utilities) and the land, compared with a comparable home (the unit and the land) that is available for rent.

In order for a “90 day tenant occupant” to receive the full amount of their Replacement Housing Payment (*Rent Differential*), you must:

A) Rent and occupy a DS&S replacement dwelling within one year after day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the day you vacate the property acquired by Caltrans

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days written notice before you must move.

Down Payment Option

The Rent Differential payment may be converted, with certain limitations, to a **Down Payment** to assist you in purchasing a replacement property. The Down Payment is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between \$0 and \$7,200, your Down Payment will be \$7,200 which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over \$7,200, you may be able to convert the entire amount of the Rent Differential to a Down Payment option.

The Down Payment option must be used for the required Down Payment, which is usually a percentage of the entire purchase price, plus any eligible incidental expenses (see page 17 - 90-day Owner Occupants Incidental Expenses) related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your Down Payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a Down Payment, those advance payments will be deducted from the entire benefit.

Last Resort Housing

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans may also pay above the statutory limits of \$7,200 and \$31,000 in order to make available housing affordable.

Relocation Advisory Assistance

Any owner or occupant of a mobile home impacted by a Caltrans project shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You will not be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.

- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation claims.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real and personal property taxes.
- Qualified mobile home movers, including disassembly and reassembly
- Mobile Home Park requirements and fees
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans may establish a temporary Relocation Field Office on or near the project. Project relocation offices would be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember: YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

All eligible displacees have a ***freedom of choice*** in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. ***Do not execute a purchase agreement or a rental agreement*** until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will ***not have an adverse*** affect on:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the **Title VIII of the Civil Rights Act of 1968** and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is 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.

Caltrans' **Non-Discrimination Policy** ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the **Right to Appeal** any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's

eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

Americans with Disabilities Act (ADA) Notice:

This document is available in alternative formats for people with physical disabilities. Please call (916) 654-5413, or write to 'Department of Transportation - Right of Way, MS-37, 1120 N Street, Sacramento, CA 95814,' for information.

NOTES



Mobile Home
Effective October 1, 2014

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Attachment C

**Your Rights and Benefits as a Displaced Business,
Farm or Nonprofit Organization Under the
Uniform Relocation Assistance Program
(English and Spanish)
2014**

Your Rights and Benefits
as a Displaced
Business, Farm, or
Nonprofit Organization
Under the California
Department of
Transportation Relocation
Assistance Program



California Department of
Transportation

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.



Displaced businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as Amended "The Uniform Act"



The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their business, farm or non-profit organization, by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Relocation Services

The California Department of Transportation has two programs to aid businesses, farms and nonprofit organizations which must relocate.

These are:

1. The Relocation Advisory Assistance Program, which is to aid you in locating a suitable replacement property, and
2. The Relocation Payments Program, which is to reimburse you for certain costs involved in relocating. These payments are classified as:
 - Moving and Related Expenses (costs to move personal property not acquired).
 - Reestablishment Expenses (expenses related to the replacement property).
 - In-Lieu Payment (a fixed payment in lieu of moving and related expenses, and reestablishment expenses).

Note: Payment for loss of goodwill is considered an acquisition cost. California law and the federal regulations mandate that relocation payments cannot duplicate other payments such as goodwill.

You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days' written notice before you must move.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Business: Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease and rental of personal or real property, or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property, or for the sale of services to the public, or solely for the purpose of this Act, and outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

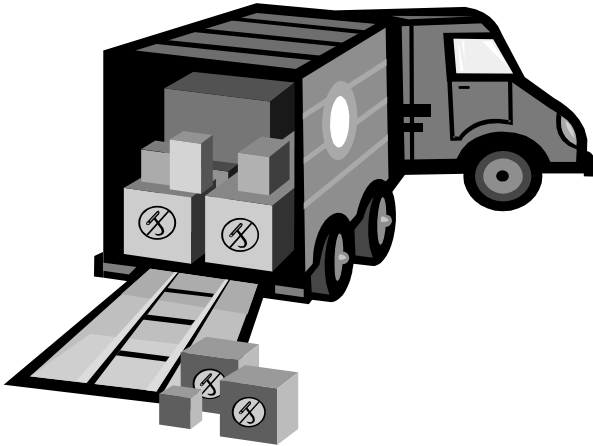
Small Business: A business having not more than 500 employees working at the site being acquired or displaced by a program or project.

Contributes Materially: A business or farm operation must have had average annual gross receipts of at least \$5,000 or average annual net earnings of at least \$1,000, in order to qualify as a bona-fide operation.

Farm Operation: Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Nonprofit Organization: A public or private entity that has established its nonprofit status under applicable law.

MOVING EXPENSES



If you qualify as a displaced business, farm or nonprofit organization, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. To qualify you must legally occupy the property as the owner or lessee/tenant when Caltrans initiates negotiations for the acquisition of the property **OR** at the time Caltrans acquires title or takes possession of the property. However, to assure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses, with limitations, may include:

- Transportation.
- Packing and unpacking personal property.
- Disconnecting and reconnecting personal property related to the operation.
- Temporary storage of personal property.
- Insurance while property is in storage or transit, or the loss and damage of personal property if insurance is not reasonably available.
- Expenses in finding a replacement location (\$2,500 limit).
- Professional services to plan and monitor the move of the personal property to the new location.
- Licenses, permits and fees required at the replacement location.

OR

Self-Move Agreement - You may be paid to

move your own personal property based on the lower of two acceptable bids obtained by Caltrans.

Under this option, you will still be eligible for reimbursement of related expenses listed above that were not included in the bids.

OR

In-Lieu Payment – A small business may be eligible to accept a fixed payment between \$1,000 and \$40,000, based on your annual earnings IN LIEU OF the moving cost and related expenses. Consult your Relocation Agent for more information about this option.

Actual Reasonable Moving Costs

You may be paid the actual reasonable and necessary costs of your move when a professional mover performs the move. All of your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may also be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and

reinstalling relocated machinery, equipment, and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not intended to be an all-inclusive list of moving related expenses. Your Relocation Agent can provide you with a complete explanation of reimbursable expenses.

Self-Move Agreement

If you agree to take full responsibility for all or part of the move of your business, farm, or nonprofit organization, the Department may approve a payment not to exceed the lower of two acceptable bids obtained by the Department from qualified moving firms or a qualified Department staff employee. A low-cost or uncomplicated move may be based on a single bid or estimate at the Department's discretion. The advantage of this moving option is the fact that it relieves the displaced business, farm, or nonprofit organization operator from documenting all moving expenses. The Department may make the payment without additional documentation as long as the payment is limited to the amount of

the lowest acceptable bid or estimate. Other expenses, such as professional services for planning, storage costs, and the cost of licenses, permits, and certifications may also be reimbursable if determined to be necessary. These latter expenses must be pre approved by the Relocation Agent.

Requirements:

Before you move, you must provide Caltrans with the:

- Certified inventory of all personal property to be moved.
- Date you intend to vacate the property.
- Address of the replacement property.
- Opportunity to monitor and inspect the move from the acquired property to the replacement property.

Related Expenses

1. Searching Expenses for Replacement

Property: Displaced businesses, farms, and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed \$2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; fees paid to the real estate agents, brokers or consultants; and other expenses determined to be reasonable and necessary by the Department.



2. Direct Loss of Tangible Personal Property:

Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment will be based upon the lesser of:

- a) The fair market value of the item for continued use at the displacement site minus the proceeds from its sale.

OR

- b) The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE:

You determine that the "document shredder" cannot be moved to the new location because of its condition, and you will not replace it at the new location.

Fair Market Value of the Document Shredder based on its use at the current location	\$ 1,500
Proceeds: Price received from selling the Document Shredder	- \$ 500
Net Value	\$ 1,000

OR

Estimated cost to move	\$ 1,050
Based on the "lessor of", the amount of the "Loss of Tangible Personal Property" =	\$ 1,000

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

3. Purchase of Substitute Personal Property:

If an item of personal property, which is used as part of the business, farm, or nonprofit organization, is not moved but is promptly replaced with a substitute item that performs a

comparable function at the replacement site, the displacee is entitled to payment of the lesser of:

- a) The cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item;

OR

- b) The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE A:

You determine that the copying machine cannot be moved to the new location because it is now obsolete and you will replace it.

Cost of a substitute *Copying Machine*
including installation costs at the
replacement site.

\$ 3,000

Trade-in Allowance

- \$ 2,500

Net Value

\$ 500

OR

Estimated cost to move

\$ 550

Based on the "lesser of", the amount of
the "Substitute Personal Property" =

\$ 500

EXAMPLE B:

You determine that the chairs will not be used at the new location because they no longer match the décor and you will replace them.

Cost of substitute chairs

\$ 1,000

Proceeds: From selling the Chairs

- \$ 100

Net Value

\$ 900

OR

Estimated cost to move \$ 200

Based on the "lesser of", the amount of
the "Substitute Personal Property" = \$ 200

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

4. Disconnecting and Reinstallation: You will be reimbursed for your actual and reasonable costs to disconnect, dismantle, remove, reassemble and reinstall any machinery, equipment or other personal property in relation to its move to the new location. This includes connection to utilities available nearby and any modifications to the personalty that is necessary to adapt it to utilities at the replacement site.

5. Physical changes at the new location: You may be reimbursed for certain physical changes to the replacement property if the changes are necessary to permit the reinstallation of machinery or equipment necessary for the continued operation of the business. ***Note: The changes cannot increase the value of the building***

for general purposes, nor can they increase the mechanical capability of the buildings beyond its normal requirements.

6. The cost of installing utilities from the right of way line to the structure(s) or improvements on the replacement site.

7. Marketing studies, feasibility surveys and soil testing.

8. One-time assessments or impact fees for anticipated heavy utility usage.

Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed \$25,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.

Reestablishment expenses may include, but are not limited to, the following:

1. Repairs or improvements to the replacement real property required by Federal, State or local laws, codes or ordinances.
2. Modifications to the replacement of real property to make the structure(s) suitable for the business operation.
3. Construction and installation of exterior signing to advertise the business.
4. Redecoration or replacement such as painting, wallpapering, paneling or carpeting when required by the condition of the replacement site or for aesthetic purposes.
5. Advertising the new business location.
6. The estimated increased costs of operation at the replacement site during the first two years, for items such as:
 - a) Lease or rental charges
 - b) Personal or real property taxes
 - c) Insurance premiums, and
 - d) Utility charges (excluding impact fees).

7. Other items that the Department considers essential for the reestablishment of the business or farm.

In-Lieu Payment (Fixed)

Displaced businesses, farms, and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than \$1,000 or more than \$40,000.

For a business to be eligible for a fixed payment, the Department must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.
2. The business cannot be relocated without a substantial loss of existing patronage.
3. The business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity, which are under the same ownership and are not being displaced by the department.

4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. If you are being displaced from a farm or you represent a nonprofit organization and are interested in a fixed payment, please consult your relocation counselor for additional information.

Note: A nonprofit organization must substantiate that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). The payment is based on the average of two years annual gross revenues less administrative expenses.

The Computation of Your In-Lieu Payment:

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable

years immediately preceding the taxable year in which it was displaced. Caltrans can use a different two year period if it is determined that the last two taxable years do not accurately reflect the earnings of the operation.

EXAMPLE: Caltrans acquires your property and you move in 2013:

2011 Annual Net Earnings	\$ 10,500
2012 Annual Net Earnings	<u>\$ 12,500</u>
TOTAL	\$ 23,000
Average over two years	\$ 11,500

This would be the amount of your in-lieu payment. Remember - this is in-lieu of all other moving benefits. You must provide the Department with proof of net earnings to support your claim.

Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence of net earnings acceptable to the Department.

Note: The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two-year period specified above.

Before You Move:

- A. Complete a "Request for Determination of Entitlement" form available from your Relocation Agent, and return it promptly.
- B. Include a written statement of the reasons the business cannot be relocated without a substantial loss in net earnings.
- C. Provide certified copies of tax returns for the two tax years immediately preceding the tax year in which you move. (If you move anytime in the year 2013, regardless of when negotiations began or the State took title to the property, the taxable years would be 2011 and 2012).
- D. You will be notified of the amount you are entitled to after the application is received and approved.
- E. You cannot receive the payment until after you vacate the property, AND submit a claim for the payment within 18 months of the date of your move.

Relocation Advisory Assistance



Any business, farm or non-profit organization, displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your needs and desires will be determined as well as your need for assistance.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Determine your needs and preferences.
- Explain the relocation benefits and eligibility.
- Provide information on replacement properties for your consideration.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits.
- Interest rates and terms.
- Typical down payments.
- Permits, fees and local planning ordinances.
- SBA loan requirements.
- Real property taxes.
- Consumer education literature.

If you desire, your Relocation Agent will give you current listings of other available replacement property. Transportation will be provided to inspect available property, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local programs offering assistance to displaced persons. If you have special needs, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

It is important to remember that your relocation benefits will not have an adverse effect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

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If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

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NOTES:



Non-Residential (2nd Printing)
Effective October 1, 2014

Appendix E GLOSSARY OF TECHNICAL TERMS

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Glossary of Technical Terms

A

100-year floodplain	The area within a floodplain that statistically has a 1% chance of flooding in any given year.
A-Weighted Decibel Sound Level (dBA)	The sound level measured on an instrument containing an A filter, which electronically simulates the frequency response of the human ear under an average intensity of sound.
Acquisition	The process of obtaining right-of-way.
Action	A National Environmental Policy Act (NEPA) term; construction or reconstruction, including associated activities of a transportation facility. An action may be categorized as a “categorical exclusion” or a “major Federal action.”
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).
Advanced Traffic Management Systems (ATMS)	This high-tech system uses a variety of means to more efficiently manage traffic. It can include roadside sensors, ramp metering high-occupancy vehicle (HOV) lanes, and synchronized traffic signals that respond to traffic flows.
Advanced Traveler Information Systems (ATIS)	This system provides travelers with information to help in trip planning and changing course en route to bypass congestion (e.g., broadcast traffic reports, in-car computerized maps, and highway CMSs). Also can include automated transit trip-planning and automated rideshare matching.
Adverse	A term used to describe unfavorable, harmful, or detrimental changes in environmental conditions.
Aerial Easement	A permanent aerial easement is an easement that occurs in limited vertical dimension. This type of easement would occur when a structure (a bridge or connector) passes over land on which the surface use would continue, such as a park. For safety or other reasons, the easement can contain conditions for limited uses under the structure.
Aerially deposited lead (ADL)	Lead deposited within unpaved areas or formerly unpaved areas, primarily due to vehicle emissions. Aerially deposited lead is typically found within the top 0.6 meters (2 feet) of material in unpaved areas within the highway right-of-way.

Agency Decisions	Two key decisions made by the Lead Agency during the environmental process—approval of the EIR/EIS and selection of a preferred alternative.
Air Contaminant	Any particulate matter, gas, or combination thereof, other than water vapor.
Air Pollutant	Any substance in air that could, in a high enough concentration, harm humans, other animals, vegetation, or material. Pollutants may include almost any natural or artificial composition of airborne matter capable of being airborne. They may be in the form of solid particles, liquid droplets, gases, or in combination thereof. Generally, they fall into two main groups: (1) those emitted directly from identifiable sources, and (2) those produced in the air by interaction between two or more primary pollutants, or by reaction with normal atmospheric constituents, with or without photoactivation. Exclusive of pollen, fog, and dust, which are of natural origin, approximately 100 contaminants have been identified. Air pollutants are often grouped in categories for ease in classification; some of the categories are: solids, sulfur compounds, volatile organic chemicals, particulate matter, nitrogen compounds, oxygen compounds, halogen compounds, radioactive compound, and odors.
Air Quality Management District (AQMD)	A regional agency that adopts and enforces rules to achieve and maintain State and Federal air quality standards.
Alameda Corridor	The Alameda Corridor is a 20-mile-long rail cargo expressway linking the Ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles.
Alluvium	Sediment deposited by flowing water, as in a riverbed, flood plain, or delta.
Alquist-Priolo Zones	Active fault zones, identified pursuant to the Alquist-Priolo Earthquake Fault Zone Act. This Act is intended to prevent the construction of new buildings for human occupancy over active faults. It requires identification of active fault zones and regulation of development within these zones. General Plan Safety Elements typically incorporate the Act's requirements. The Act does not apply to publicly owned facilities, critical facilities and lifelines, or industrial facilities.
Alternatives	Solutions to the project's need. A "reasonable range" of alternatives must be considered as part of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) process. One of those alternatives must be a "no project" or No Build Alternative.
Ambient Noise	The all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far.

Americans With Disabilities Act of 1990 (ADA)	Federal civil rights legislation for disabled persons passed in 1990; calls on public transit systems to make their services more fully accessible as well as to underwrite a parallel network of paratransit service.
Archaeological Survey Report (ASR)	Caltrans uses the Archaeological Survey Report (ASR) to present results of identification efforts conducted for a project. The ASR is an attachment to the Historic Property Survey Report (HPSR).
Area of Potential Effect (APE)	A term used in Section 106 to describe the area in which historic resources may be affected by a Federal undertaking. This term should only be used in cultural resource reports; "survey area" or "project footprint" should be used as applicable in other reports.
Arterial Street	A major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement.
Asbestos	An incombustible mineral fiber used for fireproofing, electrical insulation, building materials, brake linings, and chemical filters. The fibers can pollute air or water and are a human health concern.
Attainment area	An area considered to have air quality as good as or better than the national ambient air quality standards as defined in the Clean Air Act. An area may be an attainment area for one pollutant and a nonattainment area for others.
Attenuation	The reduction of noise.
Average Daily Traffic (ADT)	The average traffic volume of 24-hour counts collected over a number of days greater than one but less than a year.
Average Daily Trips	The number of vehicles passing a given point on a road traveling in a given direction during a 24-hour period.
B	
Base Flood Elevations (BFEs)	The computed elevation to which floodwater is anticipated to rise during the base flood. BFEs are shown on Flood Insurance Rate Maps (FIRMs) and on the flood profiles.
Baseline	The situation against which the project's impacts are compared in order to determine significance. Normally, the existing conditions at the time the environmental analysis commences constitute the baseline.
Basin Plan	A specific plan for control of water quality within one of the nine hydrologic basins of the State under the regulation of a Water Quality Control Board.

Best Management Practices (BMPs)	Methods or measures designed and selected to reduce or eliminate the discharge of pollutants from nonpoint source discharges. In water quality, BMPs include treatment requirements and operating procedures and practices to control site runoff, spills or leaks, sludge or waste disposal, or drainage from raw material storage.
Biofiltration swales/strips	Biofiltration strips are vegetated land areas over which stormwater flows as sheet flow. Biofiltration swales are vegetated channels, typically configured as trapezoidal or v-shaped channels, that receive and convey stormwater flows while meeting water quality criteria and other flow criteria.
Buildout	The maximum amount of building that can take place within a certain area, typically over a given period of time.
Braided ramp	A braided ramp is a ramp that passes over or under another ramp using an overpass structure.
C	
California Air Resources Board (ARB)	Part of the California Environmental Protection Agency, the California Air Resources Board is charged with promoting and protecting public health, welfare, and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the State.
California Department of Fish and Wildlife (CDFW)	A public agency within the Resources Agency of the State of California. This agency is responsible for managing California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. The CDFW is also responsible for the administration of the provisions of the State Endangered Species Act and for operating the California Natural Diversity Database.
California Department of Transportation (Caltrans)	Owner and operator of the Interstate 710 (I-710) freeway, a project partner agency and lead agency for the I-710 Corridor Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS).
California Environmental Quality Act (CEQA)	State legislation enacted in 1970 and subsequently amended. It protects the environment for the people of California through requiring public agencies and decision makers to consider and document the environmental consequences of actions.
California Environmental Quality Act (CEQA) Guidelines	Regulations adopted by the State of California to implement California Environmental Quality Act (CEQA).

California Native Plant Society (CNPS)	The California Native Plant Society is a statewide nonprofit organization dedicated to increasing understanding of California's native plants and to preserve them in their natural habitats through scientific activities, education, and conservation. The Society works primarily through its local chapters.
California Natural Diversity Database (CNDDB)	The California Natural Diversity Database is part of the Wildlife and Habitat Data Analysis Branch, Habitat Conservation Division, California Department of Fish and Game. It is a statewide inventory of the locations and conditions of the State's rarest species and natural communities. Data in the CNDDB are stored in geographic information system (GIS) format and can be retrieved as reports, maps, or overlays.
California Public Utility Commission (CPUC)	Regulates privately owned telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation companies. The CPUC is responsible for ensuring that California utility customers have safe, reliable utility service at reasonable rates, protecting utility customers from fraud, and promoting the health of California's economy.
California Register of Historical Resources (California Register)	The California Register is the authoritative guide to the State's significant historical and archeological resources.
California Transportation Commission (CTC)	A State commission established by Assembly Bill 402 (AB 402) with nine appointed members 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 State's long-range transportation plan, with a minimum 20-year forecast period, for all areas of the State, that provides for the development and implementation of California's intermodal transportation system. (Title 23 United States Code, Section 135). Per California statute, the CTP may not be project-specific.
Capital Improvement Program (CIP)	A program of projects to maintain or improve the level of service and performance standards and to mitigate transportation impacts (e.g., in a Congestion Management Program, a transit plan, an Aviation Systems Plan).
Chlordane	Organic chlorine molecule that is frequently found in insecticides.
Clean Air Act (CAA)	Federal legislation that sets national air quality standards; requires each state with areas that have not met Federal air quality standards to prepare a State Implementation Plan (SIP). The sweeping 1990 amendments to the CAA, sometimes referred to as CAAA, established new air quality requirements for the development of metropolitan transportation plans and programs.

Clean Air Act Amendments of 1990 (CAAA)	The comprehensive Federal legislation that establishes criteria for attaining and maintaining the Federal standards for allowable concentrations and exposure limits for various air pollutants; the act also provides emission standards for specific vehicles and fuels.
Clean Water Act	Legislation that provides statutory authority for the National Pollutant Discharge Elimination System (NPDES) program; Public law 92-500; 33 U.S.C. 1251 et seq. Also known as the Federal Water Pollution Control Act.
Community Noise Equivalent Level (CNEL)	The CNEL represents the average continuous noise level over a 24-hour period, with special weighting factors applied to noise events occurring in the nighttime (10:00 p.m. to 7:00 a.m.), the evening (7:00 p.m. to 10:00 p.m.), and the daytime (7:00 a.m. to 7:00 p.m.).
Conditional Letter of Map Revision (CLOMR)	A Conditional Letter of Map Revision (CLOMR) is FEMA's comment on a proposed project that would, upon construction, affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodway, the effective Base Flood Elevations (BFEs), or the Special Flood Hazard Area (SFHA). The letter does not revise an effective National Flood Insurance Program (NFIP) map; it indicates whether the project, if built as proposed, would be recognized by FEMA. FEMA charges a fee for processing a CLOMR to recover costs associated with the review.
Conformity	The ongoing process that ensures the planning for highway and transit systems, as a whole and over the long term, is consistent with the State air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations (MPOs) and the U.S. Department of Transportation (U.S. DOT) and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan (SIP).
Congestion	Defined by Caltrans as highway operating speeds reduced to less than 35 miles per hour for longer than 15 minutes.
Cooperating Agency	An agency, other than the Lead Agency, that has jurisdiction by law or other expertise that is formally involved in a proposed project.
Corridor	A major transportation route that can consist of one or more highways, arterial streets, transit lines, rail lines, and/or bikeways.
Corridor Advisory Committee (CAC)	Corridor-level committee composed of representatives of all I-710 Corridor communities as well as other stakeholders in the corridor. The CAC will make recommendations regarding the project and provide an opportunity for information sharing among its members.

Criteria Pollutants	Criteria pollutants include ozone, carbon monoxide, nitrogen dioxide, inhalable particulates (particulate matter less than 10 microns), and lead, as defined by the California Air Resources Board.
cubic foot per second	A rate of flow equal to approximately 7.5 gallons.
Cumulative effects	Project effects that are related to other actions with individually insignificant but cumulatively significant impacts.

D

Dichlorodiphenyltrichloroethane (DDT)	A colorless, crystalline, tasteless, and almost odorless organochlorine known for its insecticidal properties and environmental impacts.
Diverging Diamond Interchange¹	The converging diamond interchange design accommodates left-turning movements onto arterials and limited-access highways while eliminating the need for a left-turn signal phase at signalized ramp terminal intersections. On the cross street, the traffic moves to the left side of the roadway between the signalized ramp intersections. This allows drivers of vehicles on the cross street who want to turn left onto the ramps the change to continue to the ramps without conflicting with opposing through traffic and without stopping.

E

Environmental Commitments Record (ECR)	The Environmental Commitments Record is a documentation of the commitments made by the Lead Agency to avoid, minimize, and mitigate project impacts and is used as a tool to track their implementation.
Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)	An assessment of a proposed project's environmental impacts and recommended methods for avoiding or mitigating any significant adverse impacts. A Draft EIR/EIS is circulated for public review and comment. A Final EIR/EIS includes responses to public and agency comments and revisions to the Draft EIR/EIS.
Environmental Justice (EJ)	Federal Executive Order 12898 requiring analysis of the impact of a facility or project on disadvantaged populations (i.e., low-income, minority)

¹ Federal Highway Administration. 2009. Techbrief: Double Crossover Diamond Interchange. Website: <http://www.fhwa.dot.gov/publications/research/safety/09054/> (accessed December 2016).

Executive Committee (EC)	Comprised of Board members of the project partner agencies and Co-chairs of the Project Committee, the EC is responsible for policy assistance and guidance on legislative, regulatory, financial, and other specialized issues.
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F

Federal Emergency Management Agency (FEMA)	An agency created to lead America to prepare for, prevent, respond to, and recover from disasters with a vision of “A Nation Prepared.”
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Federal Highway Administration (FHWA)	Federal Highway Administration is the Federal lead agency that has delegated its National Environmental Quality Act (NEPA) responsibility to Caltrans.
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Flood Insurance Rate Map (FIRM)	A map created by the NFIP for floodplain management and insurance purposes. A FIRM will generally show a community’s base flood elevations, flood zones, and floodplain boundaries.
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Floodplain	An area of low-lying ground adjacent to a river, formed mainly of river sediments and subject to flooding.
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G

Gateway Cities Council of Governments (Gateway Cities COG)	Gateway Cities Council of Governments is a Project partner agency.
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H

Hazardous material	A substance or combination of substances which because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious, irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of or otherwise managed.
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Hazardous waste	A hazardous material than cannot be reused or recycled.
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Health Risk Assessment (HRA)	Health risk assessments are used to determine whether a particular chemical poses a significant risk to human health and if so, under what circumstances. The I-710 Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) is the first major freeway study in California to include such an assessment.
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Historic Property Survey Report (HPSR)	A document used for federal undertakings that summarizes the first steps in the Section 106 process, including the project description, establishment of the Area of Potential Effects, the adequacy of identification efforts for potential historic properties, public participation, determinations of eligibility and ineligibility for listing in the National Register, and findings of No Historic Properties affected. The document constitutes the legal findings for these activities under Section 106 projects funded by the Federal Highway Administration in California, and serves as official document by which Caltrans, as assigned by the Federal Highway Association, consults with the California State Historic Preservation Officer, as applicable under the Section 106 Programmatic Agreement.
Historical Resource	Any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the archaeological, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.
I	
I-5 Joint Powers Authority (I-5 JPA)	The I-5 JPA is a Project funding partner.
Impacts	Reasonably predictable changes in the environment resulting from a proposed project. Impacts can be adverse or beneficial, and can be classified as direct, indirect, or cumulative.
Indirect Effects	Effects that are caused by an action and occur later in time, or at another location, yet are reasonably foreseeable in the future.
Intermodal Yard	Facility to accommodate transfer of goods from one form of transport to another (i.e., truck to rail).
L	
Lead Agency	The public agency responsible for completing California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) documentation. For the I-710 Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Corridor Project, Caltrans is the Lead Agency.
Local Advisory Committee (LAC)	Community-level committees established along the I-710 Corridor whose members give input into project documents and reports based on their perspective as community members.
Los Angeles County Metropolitan Transportation Authority (Metro)	Metro is a State-chartered regional transportation planning and operational agency for Los Angeles County, and is a sponsoring agency, and project partner agency.

Los Angeles Junction Railway (LAJ)

This railway is a subsidiary of Burlington Northern Santa Fe Railway and provides a switching service on 64 miles of track primarily in the industrial areas around the City of Vernon, California. The railway was planned in the early 1920s to provide service to the Central Manufacturing District in the Cities of Vernon, Maywood, Bell and Commerce.

M

Mitigation Measure

Action that avoids, minimizes, or compensates for the significant impacts of a project.

Mitigation Monitoring and Reporting Program (MMRP)

A plan for ensuring that measures to mitigate adverse project impacts are implemented. For the I-710 Corridor Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS), an Environmental Commitments Record meets the California Environmental Quality Act (CEQA) requirements for a Mitigation Monitoring and Reporting Program (MMRP).

Most Likely Descendent (MLD)

A tribe or individual, typically designated by the California Native American Heritage Commission, that assists in planned treatment and disposition of human remains of Native American origin.

N

National Environmental Policy Act (NEPA)

Established in 1969, NEPA is the basic national charter for protecting the environment. NEPA requires Federal projects to disclose potential environmental impacts and to evaluate alternatives and mitigations in an Environmental Impact Statement (EIS).

National Pollutant Discharge Elimination System (NPDES) Permits

Under the NPDES Program (Federal Clean Water Act), any person responsible for the discharge of a pollutant or pollutants into any waters of the United States from any point source must apply for and obtain a permit. According to Section 402 of the Clean Water Act, the Environmental Protection Agency is the issuing authority for all NPDES permits in a state until such time as the state elects to take over the administration and obtains EPA approval of its programs. (The State Water Resources Control Board (SWRCB) has this authority in California.)

Dischargers are required to disclose the volume and nature of their discharges. Further, the EPA or equivalent State Agency has the authority to specify limitations to be imposed on discharges and to require monitoring and reporting as to compliance or non-compliance.

National Register of Historic Places (National Register)

The national master inventory of known historic properties administered by the National Park Service. It may include properties significant at the national, State, and local level.

Near-Dock	Facilities for transferring goods from truck to rail that are within a five-mile distance of the dock.
Near-Zero Emission Vehicle	Also known as a partial zero emissions allowance vehicle (PZEV), the California Air Resources Board sets a standard for a PZEV in Government Code Section 1962.1 Zero-Emission Vehicle Standards for 2009 through 2017 Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, Section (c)(1). A partial allowance zero-emission vehicle is any vehicle that is delivered for sale in California and that qualifies for a partial ZEV allowance of at least 0.2.
Notice of Availability (NOA)	An announcement of the release of the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) that makes the documents available to the public.
Notice of Determination (NOD)	After approving the Final EIR, the Lead Agency files an NOD with the State Clearinghouse to document approval of the project. Posting of the NOD commences a 30-day statute of limitations. During this time, someone can file a court action challenging the approval of the project.
Notice of Intent (NOI)	A notice published in the Federal Register declaring that an Environmental Impact Statement (EIS) will be prepared for a project.
Notice of Preparation (NOP)	Notice from the Lead Agency to responsible and trustee agencies stating that draft environmental documents are being prepared and seeking input on relevant issues to be addressed in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS).
O	
On-Dock	Facilities for transferring goods directly from ship to transporter, such as a truck or train.
P	
Participating Agency	Federal, State, regional, or local agencies that may have an interest in the project.
Port of Los Angeles (POLA)	The Port of Los Angeles is a Project partner agency.
Port of Long Beach (POLB)	The Port of Long Beach is a Project partner agency.
Preferred Alternative	The alternative that best meets the need and purpose for the project, while causing the least damage to community and environmental resources. A preferred alternative will be identified in the Final EIR/EIS following public review of the Recirculated Draft EIR/Supplemental Draft EIS.

Project Committee (PC) Comprised of elected officials representing communities along the I-710 corridor as well as the study's partner agencies, the PC is responsible for the oversight and management of the project.

Purpose and Need Statement The section of the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) dedicated to defining the problems to be solved (need) and what the project will accomplish (purpose).

R

Record of Decision (ROD) Public notification about which alternative the Federal Lead Agency has selected and why. The ROD must be published no less than 30 days after the Notice of Availability (NOA) of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

Responsible Agency Under the California Environmental Quality Act (CEQA), an agency that will issue permits or other approvals for the project. Responsible agencies act after the Lead Agency completes its CEQA process.

Riparian Refers to the zone and associated vegetation bordering creeks and streams.

Runoff The draining away of water (or substances carried in it) from the surface of an area of land, a building or structure, etc.

S

Scoping Opportunity for agencies and the public to review the proposed alternatives and identify issues to be addressed in the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS). During the scoping period, the Notice of Preparation (NOP) is circulated and public meetings are held.

Screening Alternatives The process of reducing the number of alternatives evaluated in detail through the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Explanation is provided as to why some of the alternatives were rejected from further analysis. Screening assures that only the alternatives that could address the project purpose and need are evaluated and compared in the EIR/EIS.

Sensitive Receptors Sensitive receptors are people or institutions with people that are particularly susceptible to illness from environmental pollution, such as the elderly, very young children, people already weakened by illness (e.g., asthmatics), and persons engaged in strenuous exercise.

Southern California Association of Governments (SCAG)	Southern California Association of Governments is a Federally designated Metropolitan Planning Organization for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and is a Project partner agency.
State Clearinghouse Review	The Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) is published in the State Clearinghouse Review for public review and comment.
State Historic Preservation Officer (SHPO)	The appointed official in California charged with administering the national historic preservation program mandated by the National Historic Preservation Act 1966.
Statement of Overriding Consideration	Explanation of specific benefits that outweigh one or more significant and unavoidable impacts of the project.
Subject Matter Working Group (SWG)	Committees that review and comment in-depth on specific subject areas, including Environment, Transportation, and Community Design/Economics. SWG brings knowledgeable stakeholders together with community representatives.
T	
Technical Advisory Committee (TAC)	The TAC is comprised of technical staff from each member agency of the Project Committee as well as staff from other stakeholder agencies such as California Highway Patrol, South Coast Air Quality Management District, and others.
Technical Studies	A detailed study examining a specific environmental category (i.e., air quality, noise).
Transloading	Transferring goods from one mode of transport to another.
Trustee Agency	State agency that has jurisdiction, by law, over natural resources affected by a project (i.e. State lands Commission, California Department of Parks and Recreation).
Twenty-foot Equivalent Unit (TEU)	A container size—twenty-foot equivalent unit.

U

United States Army Corps of Engineers (USACE)

Federal agency whose primary missions are planning, designing, building, and operating locks and dams. Other civil engineering projects include flood control, beach nourishment, and dredging for waterway navigation. They also conduct design and construction of flood protection systems through various Federal mandates, design and construction management of military facilities for the Army, Air Force, Army Reserve, and Air Force Reserve and other Defense and Federal agencies; and environmental regulation and ecosystem restoration.

Z

Zero-Emission Vehicle²

Government Code Section 1962.1 (a): ZEV Emission Standard. The Executive Officer shall certify new 2009 through 2017 model year passenger cars, light-duty trucks and medium-duty vehicles as ZEVs if the vehicles produce zero exhaust emissions of any criteria pollutant (or precursor pollutant) under any and all possible operational modes and conditions. Additional standards can be found in Government Code Section 1962.1. Zero-Emissions vehicle standards for 2009 through 2017 model year passenger cars, light-duty trucks, and medium-duty vehicles.

² California Air Resources Board (ARB). 2016. Zero-Emission Vehicle Standards for 2009 through 2017 Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, Government Code Section 1962.1 (a). Website: https://www.arb.ca.gov/msprog/zevprog/zevregs/1962.1_Clean.pdf (accessed December 2016).

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Appendix F ENVIRONMENTAL COMMITMENTS RECORD

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ENVIRONMENTAL COMMITMENTS RECORD

The purpose of the Environmental Commitments Record (ECR) is to ensure that the California Department of Transportation (Caltrans), as the Lead Agency for the project, meets its environmental commitments for the project by:

- (1) Identifying each environmental commitment made for the build alternatives, as shown in the Final Environmental Impact Report/ Environmental Impact Statement (Final EIR/EIS)
- (2) Specifying how each commitment will be met
- (3) Documenting the completion of each commitment

For any build alternative, the ECR provided on the following pages would be used by the project team as a detailed reference throughout all the project phases, both to identify and track commitments and as the most current detailed source of information regarding those commitments and the status of their implementation. The ECR is a living document and must be revised as needed throughout the life of a project.

The California Environmental Quality Act (CEQA), Public Resources Code Section 21081, and Sections 15091 and 15097 of the CEQA Guidelines, require that a Mitigation Monitoring and Reporting Program (MMRP) be adopted when the Lead Agency (in this case, Caltrans) certifies an EIR for a project. The purpose of the MMRP is to assign responsibility for the implementation, monitoring, and timing of each mitigation measure that has been identified to avoid or substantially reduce an identified adverse environmental impact of the build alternatives. The CEQA Lead Agency is required to ensure compliance with each of the adopted mitigation measures outlined in the MMRP because significant adverse environmental impacts could result from the build alternatives if the mitigation measures are not implemented. The ECR provided in this Appendix meets the requirements for an MMRP for the project under CEQA.

Once a build alternatives is constructed, a report would be included in the project files at Caltrans reporting the compliance of the project design, construction, and operations with the avoidance, minimization, and mitigation measures in the Final EIR/EIS.

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I-710 Corridor Project Final EIR/EIS

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
LAND USE					
LU-1	Following approval of the Final Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the Interstate 710 (I-710) Corridor Project and filing of a Notice of Determination with the State Clearinghouse, the California Department of Transportation (Caltrans) shall request that the affected Cities and the County to amend their respective General Plans to reflect the final alignment, interchange locations, and modification of land use designations for properties that would be acquired for the project, during the next cycle of amendments to each local jurisdiction's General Plan Circulation and Land Use Elements. The timing of the preparation and processing of such General Plan amendments will be at the discretion of each local jurisdiction. Caltrans will also initiate amendments to existing freeway agreements with cities where the build alternatives would add or remove access to I-710 or Interstate 405 (I-405).	Caltrans (Program Management; Project Design Engineer; Environmental Generalist; Construction Liaison)	Following approval of the Final REIR/SEIS and filing a Notice of Determination		
PR-1¹	Design Refinements for Alternative 5C at Parque Dos Rios. If Alternative 5C is selected for implementation, the California Department of Transportation (Caltrans) will require the project design team to identify and incorporate design refinements to minimize the permanent and temporary uses of land from Parque Dos Rios during the final design of Alternative 5C.	Caltrans (Project Design Engineer)	During final design, if Alternative 5C selected as preferred alternative		
PR-2¹	Site Plan for the Remaining Area in Parque Dos Rios under Alternative 5C. If Alternative 5C is selected for implementation, Caltrans will require the project design team to coordinate with the Watershed Conservation Authority (WCA) during final design to develop a plan for recreation facilities and landscaping/native plants on the remaining portion of Parque Dos Rios site, specifically addressing the provision of access to/from the park via the Los Angeles River Trail, the provision of amenities for park users similar to those in the current site plan, and revegetation of the remaining portion of the park with native plant materials similar to those shown in the current site plan.	Caltrans (Environmental Generalist; Landscape Architect; Project Design Engineer)	During final design, if Alternative 5C selected as preferred alternative		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
PR-3 ¹	Identification of Potential Replacement Property/Properties for Parque Dos Rios under Alternative 5C. Metro will require the project design team to identify potential replacement property for the land used from Parque Dos Rios by Alternative 5C, based on continued coordination and consultation with the WCA throughout the environmental process for the project. Specifically, Metro will identify a property/properties to replace the land permanently used at Parque Dos Rios (2.13 acres under Alternative 5C) from the list of multi-benefit potential project opportunities included in the Lower Los Angeles River Revitalization Plan (Lower Los Angeles River Revitalization Plan Working Group, 2018). The replacement property/properties must provide land and facilities equal to or greater than the land and facilities used by the selected alternative. Key considerations in identifying replacement property/properties are (1) the acreage of the replacement property/properties compared to the acres used at Parque Dos Rios, (2) whether equivalent or better recreational functionality can be provided on the replacement property/properties, and (3) whether and what connections can be provided to other recreation resources from the replacement property/properties, notably the Los Angeles River Trail and the remaining portion of Parque Dos Rios.	Caltrans (Right of Way Agent)	During final design		
PR-4 ¹	Identification of Potential Replacement Property/Properties for Parque Dos Rios under Alternative 7. Metro will require the project design team to identify potential replacement property for the land used from Parque Dos Rios by Alternative 7, based on continued coordination and consultation with the WCA throughout the environmental process for the project. Specifically, Metro will identify a property/properties to replace the land permanently used at Parque Dos Rios (the entire 8.5-acre park under Alternative 7 because of the limited functionality and accessibility of the remnant parcel outside the alternative footprint) from the list of multi-benefit potential project opportunities included in the Lower Los Angeles River Revitalization Plan (Lower Los Angeles River Revitalization Plan Working Group, 2018). The replacement property/properties must provide land and facilities equal to or greater than the land and facilities used by the selected alternative. Key considerations in	Caltrans (Right of Way Agent; Project Design Engineer)	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	identifying replacement property/properties are (1) the acreage of the replacement property/properties compared to the acres used at Parque Dos Rios, (2) whether equivalent or better recreational functionality can be provided on the replacement property/properties, and (3) whether and what connections can be provided to other recreational resources from the replacement property/properties, notably the Los Angeles River Trail.				
PR-5 ¹	<p>Conceptual Site Plans for Potential Replacement Property/Properties for Parque Dos Rios under Alternative 5C and Alternative 7. Metro will require the project design team to develop conceptual site plans for the potential replacement property/properties, in consultation with the WCA, to ensure that the replacement property/properties and facilities are equivalent to or greater than the land and facilities used at Parque Dos Rios by the selected alternative. Those preliminary plans will identify the following:</p> <p>The recreation amenities and landscaping/native plant materials to be provided on the replacement property/properties.</p> <p>The connections that will be provided between the replacement property/properties and other recreation resources.</p>	Caltrans (Right of Way Agent; Landscape Architect)	During final design		
PR-6 ¹	Acquisition of Replacement Property/Properties for Parque Dos Rios under Alternative 5C and Alternative 7. Based on agreement with the WCA on the selected replacement property/properties, Metro will acquire or provide compensation for those selected property/properties.	Caltrans (Right of Way Agent)	Prior to construction		
PR-7 ¹	Final Site Plan and Plan Installation for Parque Dos Rios under Alternative 5C and Alternative 7. Metro will require the project design team to coordinate with the WCA on the development of the final site plan for the replacement property/properties and on the selection of a contractor to install the recreation facilities and landscaping/native plants as shown on that final site plan.	Caltrans (Right of Way Agent; Landscape Architect)	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
PR-8 ¹	Transfer of Property Ownership for Parque Dos Rios under Alternative 5C and Alternative 7. On the completion of the installation of the recreation facilities and landscaping/native plants, and on acceptance of those improvements by the WCA, Metro will deed the replacement property/properties to the WCA for recreation uses in perpetuity, unless compensation is provided to WCA.	Caltrans (Right of Way Agent; Landscape Architect)	On the completion of the installation of the recreation facilities and landscaping/native plants, and on acceptance of those improvements by the WCA		
PR-9 ¹	Temporary Construction Easement at Parque Dos Rios. At the completion of construction activities that use the TCEs at Parque Dos Rios, Caltrans will require the Construction Contractor to return the area occupied by that TCE to a condition as good as or better than prior to its use for the TCE. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the WCA, and the Construction Contractor and will be coordinated with the plan for the remaining portion of the park, as described in Measure PR-3, above.	Caltrans (Project Design Engineer; Resident Engineer)	At the completion of construction		
PR-10 ¹	Design Refinements at Cesar E. Chavez Park. If a build alternative is selected, Caltrans will continue to identify and incorporate design refinements to avoid or minimize the permanent incorporation of, permanent easements at, and/or temporary use of land from, Cesar E. Chavez Park in the final design of the build alternatives.	Caltrans (Project Design Engineer)	During final design upon the selection of a Build Alternative		
PR-11 ¹	Future Boundaries and Improvements at Cesar E. Chavez Park. (a) During final design, Caltrans will request that the City of Long Beach define the final boundaries of Cesar E. Chavez Park that will be the basis for the transfer of land from the public street right of way for Shoreline Dr. through Cesar E. Chavez Park (currently owned by the City of Long Beach) to within the boundary of the park. This shall be an internal transfer within the City of Long Beach, as the City currently owns the land for both Shoreline Dr. and Cesar E. Chavez Park. Prior to final design, Caltrans will secure approval from the Long Beach Parks and Recreation	Caltrans (Right of Way Agent; Landscape Architect; Resident Engineer)	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>Commission.</p> <p>(b) After the City has identified the new boundaries of the park, including the consolidation of the six discontinuous parcels into three larger parcels, Caltrans will coordinate with the City of Long Beach to:</p> <ul style="list-style-type: none"> ▪ (b-1) Identify park improvements for the new areas added to the park, including removal of pavement and other materials from Shoreline Dr. the landscaping of those areas, and the provision of sidewalks and bicycle paths, as appropriate, connecting the consolidated parcels; ▪ (b-2) Develop a landscaping plan and bicycle path plan for the area over the 3rd St. depressed cross section; ▪ (b-3) Develop a plan for public access to the northwest portion of the park for passive activities such as wildlife viewing and walking. ▪ (b-4) Develop the plan for replacing the basketball courts in the portion of the park west of Cesar E. Chavez Elementary School. ▪ (b-5) Ensure consistency with the City of Long Beach Adopted Plans, Codes, Standard Conditions of Approval, Park Development Requirements, Cesar E. Chavez Park Integration Plan, Drake/Chavez Greenbelt project, grant agency requirements, with input from the community, to determine site layout, park amenities, buffer between park and freeway, parking, Americans with Disabilities Act (ADA) access, fencing, signage, neighborhood connections, irrigation improvements, and other park improvements. <p>(c) Any resulting replacement or other financial burden required by the grant agencies for the acquisition of park property for freeway use shall be mitigated at no cost or impact to the City of Long Beach.</p> <p>(d) Design refinements will be considered, in consultation with the</p>				

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	City of Long Beach, near the planned linkages between Drake Park and Cesar E. Chavez Park to minimize impacts on visibility into areas under overhead Caltrans structures. Any necessary irrigation improvements will be included in the project design and will be provided to the Director of the Department of Parks, Recreation and Marine for review and approval.				
PR-12¹	Replacement of Basketball Courts at Cesar E. Chavez Park. Caltrans will coordinate with the City of Long Beach and LBUSD on the replacement of the basketball courts that will be removed by the build alternatives in a location accessible to Cesar E. Chavez Elementary School and park visitors. Because the basketball courts are in the area used by the school, the replacement courts will be constructed no later than three months after closure of the existing courts. Construction on portions of the park accessible to Cesar E. Chavez Elementary School would be scheduled during summer months, as feasible, in coordination with LBUSD.	Caltrans (Environmental Generalist; Landscape Architect; Project Design Engineer; Resident Engineer)	During final design		
PR-13¹	Temporary Construction Activities at Cesar E. Chavez Park and Drake/Chavez Greenbelt. (a) Caltrans will require the Construction Contractor to notify the Department of Parks, Recreation and Marine 72 hours prior to the start of construction work. Notification will be directed to the Superintendent of Park Maintenance. (b) Caltrans will require the Construction Contractor to identify all proposed closures of areas within Cesar E. Chavez Park (including streets), no less than 90 days prior to when each closure would begin. (c) No less than 90 days prior to when a closure would begin, Caltrans will require the project Construction Contractor to provide the following to the City of Long Beach Parks, Recreation, and Marine Department and LBUSD: <ul style="list-style-type: none">▪ (c-1) A map of each proposed closure, clearly showing each park area proposed to be closed temporarily, including identification of any street closures.▪ (c-2) A plan for providing signage and notifications through	Caltrans (Resident Engineer; Resident Engineer; District Traffic Manager, Public Affairs)	No less than 90 days prior to when each closure would begin.		

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	<p>other public information outlets to inform the public and park visitors of upcoming closures of areas within the park.</p> <ul style="list-style-type: none"> ▪ (c-3) Estimate of the duration of each closure. ▪ (c-4) Identification of alternative vehicle and trail routes to/through and/or around the park, as appropriate. ▪ (c-5) Identification of park features that would be unavailable to the public during the closure. <p>(d) Caltrans will require the Construction Contractor to obtain written approval from the City of Long Beach and LBUSD for each proposed closure in Cesar E. Chavez Park and the Drake/Chavez Greenbelt no less than 45 days prior to when the closure would begin. These approvals are intended to ensure that the project would not disrupt park programs, services, or budgeted revenue.</p> <p>(e) For Cesar E. Chavez Park and the Drake/Chavez Greenbelt, Caltrans will require the construction contractor to provide a construction staging and equipment access plan, and contractor parking and access plan for approval by the Director of Parks, Recreation and Marine prior to the start of construction. Caltrans will require the construction contractor to implement appropriate measures, such as the placement of plywood in all areas of heavy equipment ingress/egress, to prevent damage to underground irrigation infrastructure during construction.</p> <p>(f) Caltrans will require the Construction Contractor to provide an information telephone number that park visitors can use to contact the Construction Contractor for more information regarding individual closures. The Construction Contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The Construction Contractor will also be required to provide this information to the City of Long Beach Parks, Recreation, and Marine Department.</p> <p>(g) Caltrans will require the construction contractor to provide</p>				

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	<p>irrigation during construction to ensure the health of landscaping, and to install a temporary water meter to be paid for by the construction contractor.</p> <p>(h) Caltrans will require the Construction Contractor to return areas of the park closed temporarily during construction to their original, or better, conditions after completion of construction, and those temporarily closed areas will be returned to the City.</p>				
PR-14 ¹	<p>Temporary Construction Easement at Cesar E. Chavez Park and Drake/Chavez Greenbelt. (a) At the completion of construction using the TCE at Cesar E. Chavez Park, Caltrans will require the Construction Contractor or will compensate the City to return the area occupied by that TCE to its original condition. This will include, but not be limited to, replacement of plant material, removal of weeds, removal of trash, regrading and compacting of the TCE area.</p> <p>(b) Caltrans will also require the construction contractor to secure the construction area, monitor the site, repair any damage to the site caused by vandalism, and address homeless clean-up and removal costs as a result of homeless activity at the site.</p>	Caltrans (Resident Engineer; District Traffic Manager)	At the completion of construction		
PR-15 ¹	<p>Temporary Closure for Detour Road in Cesar E. Chavez Park. When the temporary detour road in Cesar E. Chavez Park is no longer needed, Caltrans will require the Construction Contractor or will compensate the City to remove the road materials and return the area occupied by the temporary detour road to its original condition and/or incorporate enhancements to the road.</p>	Caltrans (Resident Engineer; District Traffic Manager)	During PS&E; when the temporary detour road in Cesar E. Chavez Park is no longer needed		
PR-16 ¹	<p>Development of Closures of the Los Angeles River and the Rio Hondo Trails and Bikeways. Prior to any temporary closures of the Los Angeles River Trail and Bikeway and/or the Rio Hondo Trail and Bikeway, Caltrans will require the Construction Contractor to meet with the Los Angeles County Department of Public Works (LACDPW) and the Los Angeles County Parks and Recreation Department to review the location and need for each closure. Although the trails and bikeways converge at some points, the trails and bikeways are independent of each other and are typically</p>	Caltrans (Resident Engineer)	Prior to any temporary closures of the Los Angeles River Trail and/or the Rio Hondo Trail		

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	adjacent. Detours for each closure will be developed in consultation with the LACDPW and the Los Angeles County Parks and Recreation Department. In accordance with the Los Angeles County Parks and Recreation Department's requirements, detours will accommodate equestrian users (in addition to pedestrians and bicyclists).				
PR-17 ¹	Signing for Detours of the Los Angeles River and Rio Hondo Trails and Bikeways. Caltrans will require the Construction Contractor to develop signs directing trail users to alternative routes in consultation with the LACDPW, the Los Angeles County Parks and Recreation Department, and the local jurisdictions through which detours would be routed. Appropriate directional and informational signage will be provided by the Construction Contractor prior to each closure and far enough away from the closure, so that trail and bikeway users will not have to backtrack to get to the detour route.	Caltrans (Resident Engineer)	Prior to any temporary closures of the Los Angeles River Trail and/or the Rio Hondo Trail		
PR-18 ¹	Contact Information during Closures and Detours of the Los Angeles and Rio Hondo Trails and Bikeways. Caltrans will require the Construction Contractor to provide a contact number and other information to trail and/or bikeway users to contact the Construction Contractor regarding upcoming or active trail and/or bikeway closures. The Construction Contractor will also be required to provide that information to the LACDPW, the Los Angeles County Parks and Recreation Department, and the City Public Works Departments in the jurisdictions where the closures/detours are located.	Caltrans (Resident Engineer, Public Affairs)	Prior to any temporary closures of the Los Angeles River Trail and/or the Rio Hondo Trail		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
PR-19 ¹	Restoration of Closed Areas on the Los Angeles and Rio Hondo Trails and Bikeways. Caltrans will require the Construction Contractor to return trail and/or bikeway segments, which are located at the affected crossings of I-710 and the local streets and that would be closed temporarily during construction to the LACDPW and the Los Angeles County Parks and Recreation Department in their original condition, and/or with enhancements incorporated condition after completion of construction, and the ownership of those temporarily closed areas will remain with the original owner (the LACDPW and the Los Angeles County Parks and Recreation Department).	Caltrans (Resident Engineer)	After construction is complete		
PR-20 ¹	Temporary Construction Activities on the Dominguez Gap and DeForest Treatment Wetlands. At the completion of construction activities on the Dominguez Gap and DeForest Treatment Wetlands, Caltrans will require the Construction Contractor to return the area occupied by the construction activities to a condition as good as or better than prior to its use for construction. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the LACDPW, and the Construction Contractor.	Caltrans (Resident Engineer)	After construction is complete		
PR-21	Lighting for Pedestrian and Bicyclist Safety. Lighting would be installed along the portion of the existing Los Angeles River Bicycle Trail that travels under the widened North Long Beach Boulevard bridge structure. Lighting would be developed in consultation with the Los Angeles County Department of Public Works and illuminated in accordance with the Illuminating Engineering Society of North America (IESNA) lighting recommendations for pedestrian and bike paths.	Caltrans (Project Design Engineer; Resident Engineer)	Final design; During construction		
PR-23	Temporary Construction Activities Adjacent to Coolidge Park, Los Cerritos Park, and Cressa Park. (a) Prior to project construction, Caltrans will coordinate with the City of Long Beach Parks, Recreation and Marine Department to ensure consistency with the City of Long Beach Standard Conditions of Approval and Park Development Requirements for temporary construction activities adjacent to Coolidge Park, Los Cerritos Park, and Cressa	Caltrans (Project Engineer; Environmental Generalist; Environmental Construction Liaison; Resident Engineer;	Prior to closures adjacent to Coolidge Park, Los Cerritos Park, and Cressa Park		

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	<p>Park. Caltrans will also coordinate with the City of Long Beach regarding construction activities and impacts, any TCEs adjacent to the parks, timing, and phasing.</p> <p>(b) Caltrans will require the Construction Contractor to notify the Department of Parks, Recreation and Marine 72 hours prior to the start of construction work adjacent to Coolidge Park, Los Cerritos Park, or Cressa Park. Notification will be directed to the Superintendent of Park Maintenance.</p> <p>(c) Caltrans will require the Construction Contractor to identify all proposed closures of areas adjacent to Coolidge Park, Los Cerritos Park, and Cressa Park, no less than 90 days prior to when each closure would begin.</p> <p>(d) No less than 90 days prior to when a closure would begin, Caltrans will require the project Construction Contractor to provide the following to the City of Long Beach Parks, Recreation and Marine Department:</p> <ul style="list-style-type: none"> ▪ (d-1) A map of each proposed closure, clearly showing each park area proposed to be closed temporarily, including identification of any street closures. ▪ (d-2) A plan for providing signage and notifications through other public information outlets to inform the public and park visitors of upcoming closures of areas within the park. ▪ (d-3) Estimate of the duration of each closure. ▪ (d-4) Identification of alternative vehicle and trail routes to/through and/or around the park, as appropriate. ▪ Identification of any park features that would be unavailable to the public during the closure. <p>(e) Caltrans will require the construction contractor to provide an information telephone number that park visitors can use to contact the construction contractor for more information regarding individual closures. The construction contractor may also provide an information website. The contact number and website information</p>	Public Affairs)			

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	<p>are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The construction contractor will also be required to provide this information to the City of Long Beach Parks, Recreation and Marine Department.</p> <p>(f) At Coolidge Park, Caltrans will require the construction contractor to protect the eastern edge of the park from any construction impacts and to provide adequate fencing to separate the park activities from construction activities. The park will not be available for access to the freeway for construction activities, and necessary access will be located elsewhere away from the park.</p> <p>(g) At Los Cerritos Park, Caltrans will require the construction contractor to protect the western edge of the park from any construction impacts and to provide adequate fencing to separate the park activities from construction activities. The park will not be available for access to the freeway for construction activities, and necessary access will be located elsewhere away from the park.</p>				
PR-23	<p>Temporary Construction Activities Adjacent to the Wrigley Greenbelt. (a) Prior to project construction, Caltrans will coordinate with the City of Long Beach Parks, Recreation and Marine Department to ensure consistency with the City of Long Beach Standard Conditions of Approval and Park Development Requirements for temporary construction activities adjacent to the Wrigley Greenbelt. Caltrans will also coordinate with the City of Long Beach regarding construction activities and impacts, TCEs, timing, and phasing.</p> <p>(b) Caltrans will require the Construction Contractor to notify the Department of Parks, Recreation and Marine 72 hours prior to the start of construction work adjacent to the Wrigley Greenbelt. Notification will be directed to the Superintendent</p>	Caltrans (Project Engineer; Environmental Generalist; Environmental Construction Liaison; Resident Engineer; Public Affairs)	Prior to closures adjacent to the Wrigley Greenbelt		

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	<p>of Park Maintenance.</p> <p>(c) Caltrans will require the Construction Contractor to identify all proposed closures of areas adjacent to the Wrigley Greenbelt no less than 90 days prior to when each closure would begin.</p> <p>(d) No less than 90 days prior to when a closure would begin, Caltrans will require the project Construction Contractor to provide the following to the City of Long Beach Parks, Recreation and Marine Department:</p> <ul style="list-style-type: none"> ▪ (d-1) A map of each proposed closure, clearly showing each adjacent area proposed to be closed temporarily, including identification of any street closures. ▪ (d-2) A plan for providing signage and notifications through other public information outlets to inform the public and park visitors of upcoming closures of areas adjacent the park. ▪ (d-3) Estimate of the duration of each closure. ▪ (d-4) Identification of alternative vehicle and trail routes to/through and/or around the park, as appropriate. <p>The proposed closures of areas adjacent to the Wrigley Greenbelt will not disrupt public access to the resource. Existing public access to the Wrigley Greenbelt will be maintained for the duration of construction.</p>				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>(e) Caltrans will require the Construction Contractor to obtain written approval from the City of Long Beach for each proposed closure adjacent to the Wrigley Greenbelt no less than 45 days prior to when the closure would begin. These approvals are intended to ensure that the project would not disrupt park programs, services, or budgeted revenue.</p> <p>(f) Caltrans will require the Construction Contractor to provide an information telephone number that park visitors can use to contact the Construction Contractor for more information regarding individual closures. The Construction Contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The Construction Contractor will also be required to provide this information to the City of Long Beach Parks, Recreation and Marine Department.</p>				
PR-24	<p>Temporary Construction Activities Adjacent to the Public Equestrian Rest Area (PERA). (a) Prior to project construction, Caltrans will coordinate with LACDPW regarding temporary construction activities adjacent to the PERA facility.</p> <p>(b) Caltrans will require the construction contractor to notify LACDPW 72 hours prior to the start of construction work adjacent to the PERA facility. Caltrans will require the construction contractor to identify all proposed closures of areas adjacent to the PERA facility no less than 90 days prior to when each closure would begin. No less than 90 days prior to when a closure would begin, Caltrans will require the project construction contractor to provide the following to LACDPW:</p>	Caltrans (Project Engineer; Environmental Generalist; Environmental Construction Liaison; Resident Engineer; Public Affairs)	Prior to closures adjacent to the PERA		

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	<ul style="list-style-type: none"> ▪ (b-1) A map of each proposed closure, clearly showing each adjacent area proposed to be closed temporarily, including identification of any street closures. ▪ (b-2) A plan for providing signage and notifications through other public information outlets to inform the public and facility visitors of upcoming closures of areas adjacent the facility. ▪ (b-3) Estimate of the duration of each closure. ▪ (b-4) Identification of alternative vehicle and trail routes to/through and/or around the facility, as appropriate. <p>(c) Caltrans will require the construction contractor to obtain written approval from LACDPW for each proposed closure adjacent to the PERA facility no less than 45 days prior to when the closure would begin. These approvals are intended to ensure that the project would not disrupt facility programs, services, or budgeted revenue.</p> <p>(d) Caltrans will require the construction contractor to provide an information telephone number that facility visitors can use to contact the construction contractor for more information regarding individual closures. The construction contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The construction contractor will also be required to provide this information to LACDPW.</p>				

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COMMUNITY IMPACTS AND RELOCATION (INCLUDING ENVIRONMENTAL JUSTICE)					
C-1 ¹	<p>The Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894) mandates that certain relocation services and payments by the California Department of Transportation (Caltrans) be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects (please refer to Appendix D, Summary of Relocation Benefits, for more detail). The Uniform Act provides for uniform and equitable treatment by Federal or Federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies. If an I-710 Corridor Project Build Alternative is selected, design refinements to avoid or minimize impacts to existing land uses related to the temporary use and/or permanent acquisition of property will be incorporated in the final design of the selected alternative.</p> <p>Where acquisition and relocation are unavoidable, Caltrans will follow the provisions of the Uniform Act and the 1987 Amendments as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by Caltrans, dated March 2, 1989 and/or California Government Code Sections 7260-7277. An independent appraisal of the affected property will be obtained, and Caltrans will offer the full amount for the property (not less than the approved appraisal).</p> <p>While adequate comparable replacement housing appears to exist presently in neighboring cities, new replacement dwellings under Last Resort Housing may be considered for these cities as a method of providing comparable replacement housing to displaced persons who reside in areas where the replacement housing is low.</p> <p>Commercial and industrial land uses subject to partial acquisitions shall be evaluated to determine if they can be reconfigured on site in such a manner as to enable them to remain in operation. Caltrans, or its authorized agent(s) shall work directly with property</p>	Caltrans (Right of Way Agent)	Prior to relocation of properties		

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	<p>owners and the local jurisdiction to evaluate the feasibility of any such site reconfiguration plans. If a commercial or industrial partial acquisition cannot be reconfigured to allow for continued operation, acquisition of the full property may be required.</p> <p>Caltrans or its authorized agent(s) shall cooperate with the affected jurisdictions in relocating business and residential uses to land designated for the given land use, preferably within the boundaries of the affected communities.</p>				
C-2¹	<p>All build alternatives include improvements to the existing Bandini Blvd./Atlantic Ave. interchange, and as a result of widening and realignment of the existing southbound I-710 off-ramp to Bandini Blvd., acquisition and relocation of the City of Vernon Fire Station No. 4 will be required. While a potential site for relocation has not been identified at this time, Caltrans or its authorized agent(s) will coordinate with the City of Vernon in identifying a new site for relocation within the general vicinity of the existing station so as to maintain the existing response times and service area. In addition, the existing fire station would not be demolished until the new fire station is operational.</p>	Caltrans (Right of Way Agent)	Prior to demolishing of the existing fire station		
C-3¹	<p>During final design and consistent with the requirements of the Uniform Act, Caltrans or its authorized agent(s) shall negotiate with the City of Long Beach to determine appropriate action and/or identify an alternative location for the Multi-Service Center within the general vicinity of the existing facility so as to maintain the service area and mitigate for the acquisition of this center. The existing center shall not be demolished until the facility has been relocated and is operational.</p>	Caltrans (Right of Way Agent)	During final design		
C-4¹	<p>During final design and consistent with the requirements of the Uniform Act, Caltrans or its authorized agent(s) shall negotiate with the City of Bell to determine appropriate action and/or identify an alternative location for the Bell Shelter/Resource Bank within the general vicinity of the existing facility so as to maintain the service area and its cooperative relationship with the Bell Shelter and mitigate for the acquisition of the center. The existing center shall not be demolished until the facility has been relocated and is</p>	Caltrans (Right of Way Agent)	During final design		

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	operational.				
C-5	Prior to construction, appropriate signage will be developed and displayed by Caltrans to direct both pedestrian and vehicular traffic to businesses via alternate routes.	Caltrans (Resident Engineer; District Traffic Manager)	Prior to construction		
C-6	<p>To address disproportionate adverse noise impacts to environmental justice populations, interior noise abatement or other similar noise abatement/attenuation measures will be provided for impacted receptors located in areas of environmental justice populations where noise barriers have been deemed acoustically not feasible. The design goal for these abatement measures is to reduce interior noise levels below 52 A-weighted decibels (dBA). If Alternative 5C is selected as the preferred alternative, the impacted receptors within the following targeted areas would receive interior noise abatement:</p> <ul style="list-style-type: none"> ▪ Along westbound Wardlow Rd. from I-710 to Delta Ave.; and ▪ Along the edge of shoulder along the southbound I-710 off-ramp at Eastern Ave. <p>If Alternative 7 is selected as the preferred alternative, the following targeted areas would receive interior noise abatement:</p> <ul style="list-style-type: none"> ▪ Along westbound Wardlow Rd. from I-710 to Delta Ave.; and ▪ East of the Los Angeles River, along the northbound freight corridor between State Route 91 (SR-91) to Rosecrans Ave. 	I-710 Funding Partner Agencies/ Gateway Cities Council of Governments (GCCOG); Caltrans (Environmental Generalist; Environmental Construction Liaison)	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
C-7	<p>To address disproportionate impacts to environmental justice populations with regards to air quality, traffic, visual impacts, and land use/parks and recreation, funding will be provided to local jurisdictions for targeted improvements that would improve air quality and public health, reduce traffic congestion, provide aesthetic/visual enhancements, and improve parks and recreation. These improvements must be made within the United States Census Bureau census tracts adjacent to the I-710 freeway that have been identified as having a high percentage of minority and/or low income populations compared to the County of Los Angeles. These targeted improvements may include, but are not limited to, air filtration systems installation or upgrade, urban art installations and community events, landscaping, traffic calming measures, pedestrian/bicycle enhancement measures, and development of pocket parks or other park space. Funding for these targeted improvements will be made in the amount of up to 1 percent of the capital construction cost for either of the build alternatives. This funding will be provided through a funding agreement between the Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans, and the affected local jurisdiction upon the commencement of construction within the limits of that local jurisdiction (in the event of staged construction).</p>	I-710 Funding Partner Agencies/ Gateway Cities Council of Governments (GCCOG); Caltrans (Environmental Generalist; Environmental Construction Liaison)	At the start of construction within the limits of a given jurisdiction		
C-8	<p>In order to minimize human exposure to pollutants, upgraded or new filtration or heating, ventilation, and air conditioning (HVAC) systems will be provided for the following sensitive receptors that have been identified as falling within an area of pollutant increase under either of the build alternatives. Coordination with facility owners will occur during the final design process so that the upgraded or new filtration systems can be in place prior to the start of construction in the area.</p> <p>If Alternative 5C is selected as the preferred alternative, the following facilities would receive upgraded or new filtration or HVAC systems:</p> <ul style="list-style-type: none"> ▪ Inclusion Specialized Programs LLC, Agra Ave., Bell Gardens ▪ Marlow Park Child Development Center, Bell Gardens 	I-710 Funding Partner Agencies/ Gateway Cities Council of Governments (GCCOG); Caltrans (Environmental Generalist; Environmental Construction Liaison)	Prior to construction		

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	<ul style="list-style-type: none"> Humphreys Avenue Elementary School, East Los Angeles <p>If Alternative 7 is selected as the preferred alternative, the following facilities would receive upgraded or new filtration or HVAC systems:</p> <ul style="list-style-type: none"> YMCA GLB First Friendships State Preschool, Long Beach St. John's School, Long Beach RMR Residential Care Facilities, DeForest Ave., Long Beach Vista High School, Wright Rd., Lynwood Bell Gardens Elementary School, Bell Gardens Briarcrest Nursing Center Nursing Home, Bell Gardens Marlow Park Child Development Center, Bell Gardens Inclusion Specialized Programs LLC, Agra Ave., Bell Gardens Humphreys Avenue Elementary School, East Los Angeles 				

UTILITIES AND EMERGENCY SERVICES

U&ES-1	<p>Fire, Law Enforcement, Emergency Services and School Districts. During final design, and consistent with the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), the California Department of Transportation (Caltrans) shall negotiate with the City of Vernon to determine a suitable location for the relocation of Fire Station No. 4. The new location shall be in the general vicinity of the existing fire station location, in order to maintain response times with Fire Station No. 4's service area. The existing Fire Station No. 4 shall not be closed until the new fire station has been constructed and is operational.</p>	Caltrans (Right of Way Agent)	During final design		
U&ES-2	<p>Utilities. Utility relocations (classified as both major and minor) would be subject to preparation of Specific Utility Relocation Plans. The Specific Utility Relocation Plans would include the following:</p> <ul style="list-style-type: none"> Description of existing facilities, including facility type, capacity, height, and function, in addition to existing easements and maintenance access. Description of proposed changes/demolition of existing facilities. 	Caltrans (Resident Engineer); Utilities	During final design		

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	<ul style="list-style-type: none"> ▪ Identification of potential conflicts that need to be resolved with the relocation plan, including crossings of flood control, rail, and roadway/freeway infrastructure, existing access tunnels, potential flooding, existing utilities and load distribution, Federal Aviation Administration requirements, drainage and stormwater quality requirements, and temporary roads and staged construction. ▪ A description of how the potential conflicts were resolved, including how the proposed relocated aboveground facilities are within the disturbance limits established for the project, whether new overhead facilities provide adequate aerial clearances in locations where cranes would be working and near existing and proposed elevated transportation facilities, and whether all aboveground facilities and access points to underground facilities are located outside controlled access lines. ▪ A description of the proposed facilities, including easements and maintenance access, and a description of vertical and/or horizontal clearance from other utility and public infrastructure. ▪ A work plan that describes the nature of the construction activity, haul routes, a construction traffic management plan if warranted, hours of construction, construction duration and schedule, planned service interruptions, if any, types of construction activities, and anticipated noise levels. ▪ A summary of existing and planned Utility Team Coordination Meetings that would include all utility companies and local jurisdictions' Departments of Public Works affected by the project. The meetings should occur during the final design phase (beginning at the 30 percent design stage) _and include final design and construction staging. The meeting participants would discuss and plan a workable sequence of utility alterations so that the utility work can be coordinated and, where possible, completed in advance of highway work. 				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>Topics to be addressed include sensitive environmental areas, hazardous material sites, erosion controls during construction, and any community events that would be occurring during construction and need to be accommodated.</p> <ul style="list-style-type: none"> ▪ A determination whether a community meeting would be held prior to the issuance of demolition and grading permits. Community meetings will be held for major utility relocations that are (1) within 500 feet of residences or schools, and (2) that would require construction duration of 30 days or more. Caltrans shall hold a community preconstruction meeting, in concert with the construction contractor, to provide information regarding the construction schedule and activities. The construction information shall include the location and duration of each construction activity, whether or not and, if applicable, the specific location, days, frequency, and duration of the pile driving that would occur, construction traffic management plans, and any accommodation of community events that would be occurring during the construction period. Notification of this meeting shall be provided to owners and occupants within 500 feet of the utility relocation site. ▪ The Specific Utility Relocation Plans will also include other applicable mitigation measures described in this Final Environmental Impact Report/ Environmental Impact Statement (Final EIR/EIS), for impacts related to cultural resources, visual resources, hazardous wastes, water quality, and traffic and transportation. 				
TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES					
TR-1¹	<p>The following improvements to address project impacts of Alternatives 5C and 7to arterial intersections are described as follows:</p> <p>CITY OF BELL GARDENS.</p> <ul style="list-style-type: none"> ▪ FLORENCE AVE./EASTERN AVE.: Add an extra left-turn lane on the eastbound (triple-left) approach. Add a separate 	Caltrans Project Design Engineer, Traffic Engineer, and Project Management, in partnership with Metro and affected cities	Before completion of construction of the I-710 mainline improvements		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>right-turn lane on the westbound approach. Implement overlap phase for eastbound right-turn movement.</p> <p>CITY OF BELL GARDENS/CITY OF COMMERCE.</p> <ul style="list-style-type: none"> ▪ GARFIELD AVE./GAGE AVE.: Add separate right-turn lanes on both the eastbound and westbound approaches. <p>CITY OF CARSON/COUNTY OF LOS ANGELES.</p> <ul style="list-style-type: none"> ▪ DEL AMO BLVD./SANTA FE AVE.: Add a separate right-turn lane on the eastbound approach. Add an extra left-turn lane (dual left) on the southbound approach. <p>CITY OF COMMERCE.</p> <ul style="list-style-type: none"> ▪ SLAUSON AVE./EASTERN AVE.: Add a separate right-turn lane on the eastbound approach. The improvement at this intersection pertains to Alternative 7 only. ▪ SLAUSON AVE./GARFIELD AVE.: Convert the eastbound right-turn lane to a shared through/right-turn lane. The improvement at this intersection pertains to Alternative 5C only. <p>CITY OF COMPTON.</p> <ul style="list-style-type: none"> ▪ ROSECRANS AVE./ATLANTIC AVE.: Add a separate right-turn lane on the westbound approach. ▪ ARTESIA BLVD./SANTA FE AVE.: Convert the eastbound right-turn lane into shared through/right-turn lane. Add an extra right-turn lane on the eastbound approach. The improvement at this intersection pertains to Alternatives 5C only. <p>CITY OF HUNTINGTON PARK.</p> <ul style="list-style-type: none"> ▪ SLAUSON AVE./ALAMEDA ST. (WEST): Add a separate right-turn lane on the southbound approach. The improvements at this intersection pertain to Alternative 7 only. ▪ SLAUSON AVE./SANTA FE AVE.: Add a separate right-turn lane on the northbound approach. The improvements at 				

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	<p>this intersection pertain to Alternative 7 only.</p> <ul style="list-style-type: none"> ▪ SLAUSON AVE./BOYLE AVE. (intersection shared with the City of Vernon): Add a separate right-turn lane on the eastbound approach. <p>CITY OF LONG BEACH.</p> <ul style="list-style-type: none"> ▪ ANAHEIM ST./SANTA FE AVE.: Convert separate southbound right-turn lane to a shared through/right-turn lane. Add an extra left-turn lane to the southbound approach. ▪ PACIFIC COAST HWY./SANTA FE AVE.: Convert westbound right-turn lane to a shared through/right-turn lane. Convert eastbound right-turn lane to a shared through/right-turn lane. ▪ WILLOW ST./SANTA FE AVE.: Add a separate right-turn lane on the westbound approach. The improvement at this intersection pertains to Alternative 5C, Design Option 2A only. ▪ DEL AMO BLVD./LONG BEACH BLVD.†: Add an extra left-turn lane on both southbound and northbound approaches. ▪ DEL AMO BLVD./ATLANTIC AVE.: Add an extra left-turn lane on northbound approach. The improvement at this intersection pertains to Alternative 5C only. ▪ ARTESIA BLVD./LONG BEACH BLVD.: Add a separate right-turn lane on the southbound approach. The improvement at this intersection pertains to Alternative 5C only. ▪ I-710 NORTHBOUND/ARTESIA BLVD. (OFF): Add an extra right-turn lane on the northbound approach. ▪ 3RD ST./MAGNOLIA AVE.: Add a separate right-turn lane on the southbound approach. ▪ ANAHEIM ST./CANAL AVE.: Implement Access Management: prohibit left- and through- movements on both the northbound and southbound approaches during the AM, midday, and PM peak hours. ▪ ATLANTIC AVE./ARTESIA BLVD.: Add a separate left-turn lane on the westbound approach. The improvement at this intersection pertains to Alternative 5C only. 				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<ul style="list-style-type: none"> ▪ ARTESIA BLVD./CHERRY AVE.: Convert the eastbound right-turn lane into a shared through/right-turn lane. The improvement at this intersection pertains to Alternative 5C only. ▪ LONG BEACH BLVD./VICTORIA ST.: Convert the eastbound shared through/left-turn lane (middle lane) to a shared through/right-turn lane. ▪ WILLOW ST./EASY ST.: Add a separate left-turn lane on the southbound approach. Convert the eastbound right-turn lane to a shared through/right-turn lane. <p>CITY OF LOS ANGELES (WILMINGTON).</p> <ul style="list-style-type: none"> ▪ ANAHEIM ST./ALAMEDA ST.: Implement protected phase for eastbound left-turn movement. The improvement at this intersection pertains to Alternative 7 only. <p>COUNTY OF LOS ANGELES (UNINCORPORATED EAST LOS ANGELES).</p> <ul style="list-style-type: none"> ▪ INDIANA ST./OLYMPIC BLVD.: Convert both the northbound and southbound approaches to provide a separate left-turn lane and a shared through/right-turn lane. ▪ I-710 NORTHBOUND/OLYMPIC BLVD. (OFF): Add a separate right-turn lane on the northbound approach (Alternative 5C Design Option 3A and Alternative 7 Design Option 3B only). ▪ FORD BLVD./WHITTIER BLVD.: Convert both the northbound and southbound approaches to provide a separate left-turn lane and a shared through/right-turn lane. ▪ FORD BLVD./3RD ST.: Add a separate right-turn lane on the northbound approach. (Alternative 7 and Alternative 5C Design Option 3A only). ▪ 3RD ST./GAGE AVE.: Add separate right-turn lanes on both the eastbound and westbound approaches. <p>CITY OF LYNWOOD.</p> <ul style="list-style-type: none"> ▪ IMPERIAL HWY./ATLANTIC AVE.: Add an extra left-turn lane on the southbound approach resulting in triple left-turn lanes. 				

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	<p>CITY OF PARAMOUNT.</p> <ul style="list-style-type: none"> ▪ ROSECRANS AVE./GARFIELD AVE.: Add an extra left-turn lane on the eastbound approach. The improvement at this intersection pertains to Alternative 5C only. ▪ ROSECRANS AVE./PARAMOUNT BLVD.: Add an extra left-turn lane on the eastbound approach. The improvement at this intersection pertains to Alternative 5C only. <p>CITY OF SOUTH GATE.</p> <ul style="list-style-type: none"> ▪ FIRESTONE BLVD./ATLANTIC AVE.: Add separate right-turn lanes on both the eastbound and westbound approaches. ▪ FIRESTONE BLVD./GARFIELD AVE.: Add an extra left-turn lane on the eastbound approach. The improvement at this intersection pertains to Alternative 5C only. ▪ GARFIELD AVE./SOUTHERN AVE.: Add an extra left-turn lane on the northbound, southbound and eastbound approaches. <p>CITY OF VERNON.</p> <ul style="list-style-type: none"> ▪ BANDINI BLVD./ATLANTIC BLVD.: Add an extra right-turn lane on the southbound approach. ▪ BANDINI BLVD./PENNINGTON WAY: Implement overlap phase for northbound right-, southbound right-, and westbound right-turn movements. The improvement at this intersection pertains to Alternative 5C only. <p>WASHINGTON BLVD./DOWNEY RD.: Add an extra left-turn lane on both the northbound and southbound approaches. The improvement at this intersection pertains to Alternative 7 only.</p>				

I-710 Corridor Project Final EIR/EIS

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
VISUAL AND AESTHETICS					
VIS-1¹	<p>Elements from the California Department of Transportation (Caltrans) <i>I-710 Corridor Aesthetics Master Plan</i> (February 2014) will be incorporated into the final design of the Interstate 710 (I-710) Corridor Project. The <i>I-710 Corridor Aesthetics Master Plan</i> defines aesthetic treatment measures to be incorporated into the final design of the Interstate 710 (I-710) Corridor Project. The <i>I-710 Corridor Aesthetics Master Plan</i> has been developed in a context-sensitive design process in consultation with the affected local agencies and includes involvement of local community members as determined by the local agencies.</p> <p>The following are the aesthetic structure design considerations of the <i>I-710 Corridor Aesthetics Master Plan</i> (February 2014) that will be incorporated into the design of all structures that are part of the I-710 Corridor Project:</p> <ul style="list-style-type: none"> ▪ Provision of visual continuity and a unified experience for the driver, from the coastal City of Long Beach to the community of East Los Angeles to the north. ▪ Bridge concrete barriers and railing shall contribute to the visual continuity of the travel way. ▪ Selection of a distinctive light standard design that is compatible with the lines and shapes of the proposed aesthetic theme for structures and that reflects an artistic solution for pole lighting. ▪ Travel way appurtenances shall exhibit simple design language that unifies various travel way components (e.g., bridge rails, abutments and security fencing). ▪ The form and surfacing of all vertical elements such as abutments, bridge superstructures, columns, retaining walls, and soundwalls along the travel way, shall exhibit a consistent aesthetic treatment and style. <p>The <i>I-710 Corridor Aesthetics Master Plan</i> determined that the "Modern Theme" will serve as the concept for the I-710 Corridor.</p>	Caltrans (Landscape Architect); Project Engineer	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Conceptual representations of the “Modern Theme” for all structural elements are portrayed in the <i>I-710 Corridor Aesthetics Master Plan</i> (February 2014).				
VIS-2¹	Trees. During preparation of plans, specifications, and estimates (PS&E), the Caltrans District 7 Landscape Architect will verify that the design minimizes removal of existing mature trees. If removal of mature trees cannot be avoided, additional landscape improvements will be incorporated into the final design for these areas. The replacement ratio of any trees removed shall be determined by the Caltrans District 7 Landscape Architect. Consistent with Caltrans’ policy, the objective of this measure is to maximize the number of new trees, shrubs, and foliage within proposed State right of way that are drought resistant and have superior biosequestration and biofiltration capabilities, in an effort to surpass the minimum tree removal/replacement ratio. Depending on the types of trees removed, removal and replacement ratios differ, but will be included in the final landscaping plan. Any trees within the public right of way of local agency jurisdictions that will be removed as part of the proposed project will be replaced in a manner that is consistent with applicable local ordinances.	Caltrans (Landscape Architect); Project Engineer; Biologist	During preparation of PS&E		
VIS-3¹	Hardscape. During preparation of PS&E, the Caltrans District 7 Landscape Architect will verify that the project design incorporates attractive walls, medians, and other visually pleasing hardscape in the project design consistent with the <i>I-710 Corridor Aesthetics Master Plan</i> . Permeable paving material will be used to reduce surface water runoff.	Caltrans (Project Engineer; Landscape Architect)	During preparation of PS&E		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
VIS-4 ¹	<p>Sound Walls. During preparation of PS&E, Caltrans will include aesthetic enhancements for soundwalls in the final design. The designs of soundwalls require compliance with Caltrans standards for sound attenuation (where walls provide that function), safety requirements, and other pertinent standards. The design of soundwalls requires compliance with the Caltrans <i>Highway Design Manual</i> standards, and aesthetic treatments shall be reviewed by the Caltrans District 7 Landscape Architect. The soundwalls shall be developed consistent with the <i>I-710 Corridor Aesthetics Master Plan</i> and include the following features:</p> <ul style="list-style-type: none"> ▪ Attractive, decorative elements including features that provide an expression of the “sense of place” for the I-710 Corridor communities shall be incorporated into wall designs in order to increase the visual quality of the area. ▪ Areas in front of soundwalls shall be landscaped, where landscaping can be accommodated within the public right of way, including trees, shrubs, and vines (depending upon the space available) to break the visual monotony, soften the appearance of soundwalls, and deter graffiti. 	Caltrans (Project Design Engineer; Landscape Architect)	During preparation of PS&E		
VIS-5 ¹	<p>Retaining Walls. During preparation of PS&E, Caltrans will include aesthetic enhancements for retaining walls in the project design. Attractive, decorative elements, including features that provide an expression of the “sense of place” for the I-710 Corridor communities, shall be incorporated into wall designs in order to increase the visual quality of the area. The use of retaining walls along the I-710 freeway mainline or at interchange off- and on-ramps will require compliance with Caltrans’ design standards for safety.</p>	Caltrans (Project Design Engineer; Landscape Architect)	During preparation of PS&E		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
VIS-6¹	Screen Walls. As discussed in the Project Description, Caltrans will include screen walls along the freight corridor in areas where soundwalls are not provided and where sensitive viewer groups are exposed to the view of the freight corridor. During preparation of PS&E, aesthetic enhancements for screen walls in the project design will include attractive, decorative elements that provide an expression of the “sense of place” for the I-710 Corridor communities.	Caltrans (Project Design Engineer; Landscape Architect)	During preparation of PS&E		
VIS-7¹	Lighting. During preparation of PS&E, a lighting plan will be prepared by Caltrans. The lighting fixtures will be designed to minimize glare on adjacent properties/environmentally sensitive habitats and into the night sky. Lighting will be shielded with nonglare hoods and focused within the I-710 Corridor Project right of way.	Caltrans (Project Design Engineer)	During preparation of PS&E		
VIS-8¹	Detention Basins and Bioswales. During preparation of PS&E, detention basins and bioswales will be addressed as visually integrated elements of the landscape planting. An <i>Enhanced Water Quality Features Report for the I-710 Corridor Project</i> (December 2016) has been developed. The proposed Enhanced Water Quality Features will clean the water while simultaneously adding aesthetic features to the area. A common theme will be implemented in the design to help add character, beauty, and unity to the surrounding cities that all share the same responsibility and waterways.	Caltrans (Project Design Engineer; Stormwater Design)	During preparation of PS&E		
VIS-9¹	Local Jurisdiction Review. During final design, Caltrans will review with each local jurisdiction the aesthetic features and treatments proposed to be incorporated in the final facility design for freeway components adjacent to each local jurisdiction, in accordance with the <i>I-710 Corridor Aesthetics Master Plan</i> described in Measure VIS-1.	Caltrans (Project Design Engineer; Landscape Architect)	During final design		
VIS-10¹	Graffiti Reduction, Removal, and Control. During final design, Caltrans will include planting plans for vine planting on sound barriers and other vertical structures where feasible, planting plans for trees and shrubs in State right of way adjacent to south barriers and other vertical structures, and the use of decorative/surface treatments on sound barriers and other vertical structures in the <i>I-710 Corridor Aesthetics Master Plan</i> , to reduce the potential for	Caltrans (Project Design Engineer; Landscape Architect)	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>graffiti and to soften the appearance of those walls, consistent with the <i>Highway Design Manual</i>, Index 902.3(5).</p> <p>After the construction of each sound barrier or vertical structure where vine planting is shown in the project specifications, Caltrans will require the construction contractor to install the vine planting consistent with the project specifications and the planting requirements in the <i>I-710 Corridor Aesthetics Master Plan</i>.</p> <p>Caltrans has an existing ongoing maintenance program for the control and removal of graffiti from structures and facilities within the State right of way for State highways. That program would apply to all new and modified structures in the I-710 Corridor Project build alternatives. The Caltrans program for the control and removal of graffiti is described in Chapter D1, Litter, Debris, and Graffiti, in the Caltrans <i>Maintenance Manual</i>, Volume I (July 2014). Key program components applicable to the project features in the I-710 Corridor Project build alternatives include:</p> <ul style="list-style-type: none"> ▪ Use of recycled paint for various structures and matching paint used to cover graffiti with the original paint color on the structure. ▪ Use of physical devices such as rat guards, sign hoods, razor wire, and glare screen patches to limit access to facilities targeted by taggers. ▪ Replacement of ground-mounted signs with signs that have protective coatings or application of protective coatings to signs. ▪ Evaluation and use of new products available to aid in control of graffiti, for both preventative and removal of graffiti. Caltrans maintains a list of products that have been tested for safety and effectiveness. ▪ Multi-Agency Graffiti Intervention Committees (MAGIC) are regional anti-graffiti organizations. They are effective in coordination of regional resources and efforts from local 				

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	<p>agencies.</p> <p>Many local jurisdictions along the alignment of I-710 also have graffiti abatement and control programs in their Municipal Codes or other City or County requirements. Those programs apply throughout those jurisdictions and may apply to structures on public and private property. Methods used by local agencies for the removal of graffiti include power washing, gel removers, and painting.</p>				

HYDROLOGY AND FLOODPLAINS

FP-1	During final project design, and prior to the issuance of any grading permits, the California Department of Transportation (Caltrans) shall process a Conditional Letter of Map Revision and a Letter of Map Revision, if required, for the floodplain and floodway encroachments through the Los Angeles County Flood Control District (LACFCD) and Federal Emergency Management Agency (FEMA). This shall include submittal of final detailed applications, certification forms, hydraulic analyses (i.e., Final Flood Control Facilities Report, including a Location Hydraulic Study), and fee payment to FEMA to obtain a Conditional Letter of Map Revision and a Letter of Map Revision. The portion of the project within the 100-year floodplain shall not be constructed until the Letter of Map Revision is approved by the LACFCD and FEMA.	Caltrans (Project Design Engineer; Stormwater)	During final project design and prior to the issuance of any grading permits		
FP-2¹	Prior to the completion of final design of Alternative 7, Caltrans shall coordinate with the Los Angeles County Department of Public Works and the LACFCD to identify a suitable location for replacement of the Lynwood Retention Basin and the Dominguez Gap Spreading Grounds that will provide equal or greater capacity than the facilities impacted by the freight corridor. Caltrans will consult with the LACFCD and affected local agencies to verify that the basin replacements will continue to meet water quality goals including those established for the Los Angeles River Metals Total Maximum Daily Load.	Caltrans (Project Design Engineer)	Prior to the completion of final design of Alternative 7		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
WATER QUALITY AND STORMWATER RUNOFF					
WQ-1	The California Department of Transportation (Caltrans) shall comply with provisions identified in the National Pollutant Discharge Elimination System (NPDES) Permit, Statewide Stormwater Permit and Waste Discharge Requirements (WDRs) Order No. 2012-0006-DWQ, NPDES No. CAS000002, or subsequent permit of the Construction General Permit (CGP). An effective Storm Water Pollution Prevention Plan (SWPPP) shall be developed and implemented. During final design, Caltrans will consult with the jurisdictions where discharges of runoff from Interstate 710 (I-710) to local jurisdictions' streets and/or stormwater drainage systems will occur during the project design development, treatment, and operational Best Management Practices (BMPs) in those local jurisdictions.	Caltrans (Project Design Engineer; SWPPP)	During final design		
WQ-2	Caltrans shall follow the procedures outlined in the Caltrans Stormwater Quality Handbooks, Project Planning and Design Guide for implementing design pollution prevention and treatment BMPs including Low Impact Development (LIDs), for the project. Caltrans-approved treatment BMPs shall be implemented to the Maximum Extent Practicable (MEP), consistent with the requirements of the Statewide Storm Water Permit, Order No. 2012-0011-DWQ, NPDES No. CAS000003, and WDRs for Caltrans' properties, facilities, and activities, and any required MS4 Permits. This will include coordination with the Los Angeles Regional Water Quality Control Board (LARWQCB) with respect to feasibility, maintenance, and monitoring of Treatment BMPs as set forth in the Caltrans Storm Water Management Plan (SWMP).	Caltrans (Project Design Engineer; SWPPP)	During final design		
WQ-3	Caltrans shall require the construction contractor to comply with the provisions of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, Order No. R4-2013-0095, NPDES No. CAG994004, as they relate to discharge of non-stormwater dewatering wastes for the project, including monitoring and reporting requirements.	Caltrans (Resident Engineer; Project Design Engineer; SWPPP)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
GEOLOGY, SOILS, SEISMIC, AND TOPOGRAPHY					
GEO-1¹	<p>Prior to completion of final design, the California Department of Transportation (Caltrans) will prepare a design-level geotechnical report in accordance with the <i>Guidelines for Preparing Geotechnical Design Reports</i> (Caltrans 2006), and/or Caltrans' Geotechnical Manual where applicable, and the most recent Seismic Design Criteria. Design-level geotechnical reports precede development of grading and/or construction plans, and they provide detailed, site-specific design recommendations. Studies at this stage shall provide specific design recommendations to mitigate geologic hazards as they relate to grading and construction of the project.</p> <p>A geotechnical design report will document soil-related constraints and hazards such as slope instability, settlement, liquefaction, or related secondary seismic impacts that may be present. The report shall also include:</p> <ul style="list-style-type: none"> ▪ Evaluation of expansive soils and recommendations regarding construction procedures and/or design criteria to minimize the effect of these soils on development of the project. ▪ Identification of potential liquefiable areas within the project limits and recommendations for mitigation. ▪ Demonstration that the design of all proposed retaining walls is geotechnically suitable for project area soils. <p>The Caltrans Project Engineer will incorporate the measures recommended in the design level geotechnical report in the final design and project specifications. The Caltrans Resident Engineer will require the construction contractor to implement the measures recommended in the design-level geotechnical report as included in the project specifications.</p>	Caltrans (Project Design Engineer; Geotechnical Engineer)	Prior to completion of final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
PALEONTOLOGY					
PAL-1¹	<p>Concurrently with development of the final design, a qualified Principal Paleontologist shall prepare a Paleontological Mitigation Plan (PMP) following the guidelines of the California Department of Transportation (Caltrans) and the Society of Vertebrate Paleontology. The PMP will provide a description of the project, describe the geologic units in the project area and their paleontological sensitivities, describe the scope of work, determine decision thresholds, provide cost estimates and schedules, identify and establish a draft curation agreement with an appropriate museum repository, and include the following measures:</p> <ul style="list-style-type: none"> ▪ A preconstruction field survey shall be conducted in areas identified as having high paleontological sensitivity after vegetation and paving have been removed, followed by salvage of any observed surface paleontological resources prior to the beginning of additional grading. ▪ A qualified Principal Paleontologist or representative shall attend the preconstruction meeting. At this meeting, the Principal Paleontologist will explain the likelihood for encountering paleontological resources, what resources may be discovered, and the methods of recovery that will be employed. ▪ During construction excavation, a qualified vertebrate paleontological monitor shall initially be present on a full-time basis whenever excavation will occur within the sediments that have a high paleontological sensitivity rating and on a spot-check basis for excavation in sediments that have a low sensitivity rating. Monitoring may be reduced to a part-time basis if no resources are being discovered in sediments with a high sensitivity rating (monitoring reductions, when they occur, will be determined by the qualified Principal Paleontologist in consultation with the Caltrans Resident Engineer [RE]). The monitor shall inspect fresh cuts and/or spoils piles to recover paleontological resources. With the RE's approval, the monitor shall temporarily divert construction equipment away from the 	Caltrans (Paleontologist)	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>immediate area of the discovery. The monitor shall be equipped to rapidly stabilize and remove fossils to avoid prolonged delays to construction schedules. If large mammal fossils or large concentrations of fossils are encountered, Caltrans shall consider using heavy equipment on site to assist in the removal and collection of large materials.</p> <ul style="list-style-type: none"> ▪ Localized concentrations of small (or micro-) vertebrates may be found in all native sediments. Therefore, these sediments occasionally spot-screened on site through one-eighth- to one-twentieth-inch mesh screens determines whether microfossils are present during monitoring. If microfossils are encountered, sediment samples (up to three cubic yards or 6,000 pounds) shall be collected and processed through one-twentieth-inch mesh screens to recover additional fossils. ▪ Recovered specimens shall be prepared to the point of identification and permanent preservation. Preparation includes the sorting of any washed mass samples to recover small invertebrate and vertebrate fossils, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and storage cost, and the addition of approved chemical hardeners/stabilizers to fragile specimens. ▪ Specimens shall be identified to the lowest taxonomic level possible and curated into an institutional repository with retrievable storage. The repository institution usually charges a one-time fee based on volume, so removing surplus sediment is important. The repository institution may be a local museum or university with a curator who can retrieve the specimens on request. Caltrans requires that a draft curation agreement be in place with an approved curation facility prior to the initiation of any paleontological monitoring or mitigation activities. ▪ A Paleontological Mitigation Report (PMR) documenting completion of the monitoring program for the Lead Agency (Caltrans) shall be prepared and submitted. 				

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HAZARDOUS WASTE AND MATERIALS					
HW-1¹	Prior to completion of acquisition of any property with existing buildings, a predemolition survey for asbestos-containing material (ACM) and lead-based paint (LBP) will be conducted. If ACMs and/or LBP are detected, a licensed contractor will remove the ACMs and/or LBP materials prior to demolition.	Will be defined by Cooperative Agreement between Metro and Caltrans	Prior to completion of acquisition of any property with existing buildings		
HW-2¹	During preparation of Plans, Specifications, and Estimates, utility pole-mounted transformers within the project area will be inspected for leaks. Leaking transformers will be considered a polychlorinated biphenyl (PCB) hazard unless tested and will be handled accordingly.	Will be defined by Cooperative Agreement between Metro and Caltrans	During preparation of PS & E		
HW-3¹	Prior to soil excavation, a soil investigation for aerially deposited lead (ADL) and other contaminants of concern will be conducted. The analytical results of the soil sampling will assess the potential presence of hazardous contaminants and determine the appropriate handling of the soil and disposal of surplus materials. The soil investigation will consist of an ADL investigation (along Interstate 710 [I-710]) and investigation for other contaminants of concern due to impacts from adjoining properties. Ultimately, soil investigation and soils sampling will be conducted as defined in the Cooperative Agreement between the Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans).	Will be defined by Cooperative Agreement between Metro and Caltrans	Prior to soil excavation		
HW-4¹	During preparation of Plans, Specifications, and Estimates, a groundwater evaluation will be conducted to assess disposal alternatives for groundwater encountered during construction and to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) permitting process.	Will be defined by Cooperative Agreement between Metro and Caltrans	During preparation of PS & E		
HW-5¹	During preparation of Plans, Specifications, and Estimates, soils within and immediately adjacent to existing railroads that will be disturbed as part of the railroad relocation under the I-710 Corridor Project, will be tested for contaminants commonly found in association with railroads. The soil investigation will include, but not be limited to the following constituents, total petroleum hydrocarbons, lead, and arsenic.	Will be defined by Cooperative Agreement between Metro and Caltrans	During preparation of PS & E		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
HW-6¹	<p>During the Plans, Specifications, and Estimates phase, a Construction Contingency Plan (CCP) in accordance with Caltrans' Unknown Hazards Procedures for Construction will be prepared. The CCP will include provisions for emergency response in the event that unidentified underground storage tanks (USTs), hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes are discovered during construction activities. The CCP will address UST decommissioning, field screening, contaminant materials testing methods, mitigation and contaminant management requirements, and health and safety requirements for construction workers.</p> <p>The CCP is required to be implemented during all construction activities.</p> <p>During construction, work will cease immediately if an unexpected release of hazardous substances is found in reportable quantities. If an unexpected release of hazardous substances is found in reportable quantities, the National Response Center will be notified by calling 1-800-424-8802. Cleanup of unexpected releases under the appropriate Federal, State, or local agency oversight will be required.</p>	Will be defined by Cooperative Agreement between Metro and Caltrans	During the PS & E phase		
HW-7¹	<p>A parcel-by-parcel investigation shall be performed for parcels that have been identified as environmental concerns (high- and medium-risk sites) and have the potential to impact the initial phase of the project. Hence, this will better refine the cost of the initial phase for programming and funding. These PSIs may include one or more of the following, in this order:</p> <ul style="list-style-type: none"> ▪ Perform a site reconnaissance; ▪ Perform on-site interviews with persons knowledgeable about site operations; and ▪ If warranted, perform subsurface investigations based on the findings of the site reconnaissance and on-site interviews. 	Will be defined by Cooperative Agreement between Metro and Caltrans	Prior to construction		

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No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
AIR QUALITY					
AQ-1	Within two years of the approval of a Record of Decision for an Interstate 710 (I-710) Corridor Project build alternative, a funding contribution shall be made to the South Coast Air Quality Management District (SCAQMD) to provide funding for the design and construction of four new air quality monitoring stations within the I-710 Corridor. The new stations will provide for monitoring meteorology (temperature, relative humidity, pressure, wind speed and direction, and rain) and monitoring the following pollutants: ozone (O ₃), nitrogen oxide (NO), nitrogen dioxide (NO ₂), particulate matter less than 2.5 microns in diameter (PM _{2.5}), particulate matter less than 10 microns in diameter (PM ₁₀), and carbon monoxide (CO).	I-710 Funding Partner Agencies/ Gateway Cities Council of Governments (GCCOG); Caltrans (Environmental Generalist; Environmental Construction Liaison); Air Quality Specialist	Within two years of the approval of a Record of Decision for an I-710 Corridor Project build alternative		
AQ-2	<p>To further reduce exposure of children and other people to near roadway emissions associated with implementation of a build alternative, air filtration systems shall be provided for any of the following schools within 0.25 mile of I-710 that currently lack adequate air filtration systems. As stated in the California Air Resources Board (ARB) <i>Technical Advisory</i> (April 2017), high efficiency filters in ventilation systems can remove from 50 to 99 percent of the particles in the air. Determination of adequate air filtration systems will be addressed during coordination with the respective school districts or administrations and based on current building codes as well as guidelines set forth by the United States Environmental Protection Agency (EPA) and the SCAQMD. Coordination with facility owners will occur during the final design process of the build alternatives so that the upgraded or new filtration systems can be in place prior to the start of construction in the area.</p> <ul style="list-style-type: none"> Al Hadi Elementary Bandini Elementary Bell Gardens Elementary Bell Gardens Intermediate Birney Elementary Chavez Elementary 	I-710 Funding Partner Agencies/ Gateway Cities Council of Governments (GCCOG); Caltrans (Environmental Generalist; Environmental Construction Liaison); Air Quality Specialist	During Construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<ul style="list-style-type: none"> ▪ Children's Collective Inc. - Casa Dominguez ▪ "Children "R" Us" Compton ▪ "Children "R" Us" Rancho Dominguez ▪ Clinton Elementary ▪ Dominguez Elementary ▪ Dorothy Kirby Camp ▪ Edison Elementary ▪ Educational Partnership High ▪ El Camino College Compton Center ▪ Ellen Ochoa Learning Center ▪ Firebaugh High ▪ Ford Boulevard Elementary ▪ Garfield Elementary ▪ Hamilton Middle ▪ Heliotrope Avenue Elementary ▪ Heritage Christian School ▪ Humphrey Avenue Elementary ▪ Jordan Academy ▪ Jordan High ▪ Kelly Elementary ▪ King Elementary ▪ Lindsey Academy ▪ Long Beach School For Adults ▪ Long Beach Unified Selpa ▪ Los Cerritos Elementary ▪ Lugo Elementary ▪ Maywood Elementary ▪ Muir Elementary ▪ Pacific Baptist School ▪ Park Avenue Elementary ▪ Powell Academy ▪ Slawson Southeast Occupational Center ▪ St. Lucy Elementary ▪ Vista Continuation High ▪ Vista High ▪ Washington Middle 				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<ul style="list-style-type: none"> ▪ Whaley Middle School ▪ Will Rogers Elementary School 				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
AQ-3	<p>Traffic Emission Dispersion Measures. During final design of a build alternatives, the feasibility of two measures (individually or in combination) will be evaluated by a qualified biologist/arborist and an air quality specialist familiar with air dispersion/Computational field dynamics modelling characteristics and pollutant transport, and implemented where deemed feasible and effective throughout the corridor to increase dispersion of vehicular emissions and particulate matter:</p> <ul style="list-style-type: none"> ▪ Provide solid barriers (walls) in areas where soundwalls do not exist or are not currently proposed. As stated in the ARB Technical Advisory (April 2017), studies have found that because of the vertical dispersion provided by such barriers, pollutant concentrations downwind of barriers are reduced by 10 to 50 percent compared to locations without barriers. Locations of solid barriers would be determined in consultation with a noise specialist to ensure no secondary effects would occur. ▪ Provide vegetation for pollution dispersion for the build alternatives. As stated in the ARB <i>Technical Advisory</i> (April 2017), some studies have shown that densely planted vegetation can reduce pollutant concentrations up to 20 percent on the leeward side of a line of trees. In order to achieve these types of air quality benefits, the following factors should be considered to reach the desired pollutant dispersion effects: <ul style="list-style-type: none"> ○ Vegetation density; ○ Increase in air turbulence from the placement of vegetation; and, ○ Avoidance of species that produce VOCs that can lead to ozone formation. ▪ Where it has been determined that pollution dispersion 	Caltrans (Environmental Generalist; Air Quality Specialist; Project Design Engineer); Qualified Biologist; Landscape Architect	During final design and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>vegetation placement would be effective, the landscaping plan for the build alternatives shall identify the necessary criteria for species to be installed.</p> <p>The ARB Technical Advisory, EPA's "Recommendations for Construction Roadside Vegetation Barriers to Improve Near-Road Air Quality" (July 2016), and other relevant technical publications and research information will be utilized in the planning and implementation of solid and vegetation barriers for the build alternatives, in accordance with the site-specific conditions that must be taken into consideration when evaluating the effectiveness of barriers.</p>				
NOISE					
N-1 ¹	Based on the studies completed to date, the California Department of Transportation (Caltrans) intends to incorporate noise abatement in the form of soundwalls listed as reasonable in Table 3.14-3, depending on the selected alternative. During final design, Caltrans will make the final decision on noise abatement to be included in the selected build alternative, based on the final design of the proposed project and the public involvement process. If during final design, conditions have substantially changed, noise abatement at some of the locations noted above may not be necessary. Caltrans will incorporate the final noise abatement in the final project design and specifications.	Caltrans (Project Design Engineer; Noise Engineer)	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
ENERGY					
E-1	<p>Prior to the completion of final design, the California Department of Transportation (Caltrans) shall prepare and implement a construction efficiency plan, which will be incorporated into the project Plans, Specifications, and Estimates package where applicable. This construction efficiency plan will include the following:</p> <ul style="list-style-type: none"> ▪ Select disposal sites as close as practicable to the Interstate 710 (I-710) construction area to minimize haul distances and excavation-related fuel consumption ▪ Reuse existing rail, steel, and lumber wherever possible, such as for falsework, shoring, and other applications during the construction process ▪ Recycle asphalt taken up from roadways, if practicable and cost-effective ▪ Use newer, more energy-efficient equipment and maintain older construction equipment in good working order ▪ Schedule construction operations to result in the most efficient use of construction equipment possible ▪ Promoting employee carpooling 	Caltrans (Project Design Engineer; Environmental Generalist)	Prior to completion of final design		
E-2	<p>Prior to the completion of project construction, Caltrans shall prepare and implement a maintenance efficiency plan which will be incorporated into the project Plans, Specifications and Estimates package if applicable. This maintenance efficiency plan will include the following:</p> <ul style="list-style-type: none"> ▪ Maintain maintenance equipment in good working order ▪ Schedule maintenance operations to result in the most efficient use of maintenance equipment possible 	Caltrans (Resident Engineer; Maintenance)	Prior to completion of construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
E-3	Prior to completion of final design, Caltrans shall prepare and implement an area lighting plan, which will be incorporated into the project Plans, Specifications, and Estimates package where applicable. This area lighting plan will identify lighting fixtures that are energy efficient and identify placement of individual lighting fixtures used for roadway lighting that will provide safety lights for pedestrians and motorists.	Caltrans (Project Design Engineer)	Prior to completion of final design		

NATURAL COMMUNITIES

NC-1 ¹	<p>The California Department of Transportation (Caltrans) shall prepare a Habitat Mitigation Monitoring Plan (HMMP) during final design to be reviewed and approved by the relevant resource agencies that shall comply with all terms and conditions set forth in the permits and opinions issued by the resource agencies and shall include the following provisions:</p> <ul style="list-style-type: none"> Permanent impacts to estuarine and riparian/riverine habitat shall be replaced on or off site at a minimum 2:1 ratio with in-kind habitat, and a 3:1 ratio for permanent impacts to suitable least Bell's vireo riparian habitat. Temporary impacts to estuarine and riparian/riverine habitat shall be replaced at a minimum 1:1 ratio with in-kind native habitat restored in place within the Biological Study Area (BSA). Temporary impact areas shall be planted as soon as possible following completion of construction activities to prevent encroachment by non-native plants. If off-site restoration is conducted, it shall be done within the same watershed as the Interstate 710 (I-710) Corridor Project. <p>The HMMP shall identify a success criterion of at least 80 percent cover of native riparian vegetation or composition structure similar to that of an appropriate reference site. The reference site shall be determined based on the type of habitat being impacted and the hydrology and surrounding habitat at the proposed mitigation area. The HMMP will include a minimum 5-year plant establishment period and quantitative performance criteria that will be achieved for the restoration to</p>	Caltrans (Biologist)	Prior to clearing or construction		
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No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>be approved the resource agencies. Further criteria specified in the HMMP shall include an establishment period for the replacement habitat, regular trash removal, and regular maintenance and monitoring activities to ensure the success of the mitigation plan. After construction, annual summary reports of the biological monitoring shall be provided to the United States Army Corps of Engineers (USACE), the California Department of Fish and Wildlife (CDFW), the Regional Water Quality Control Board (RWQCB), and the United States Fish and Wildlife Service (USFWS) documenting the monitoring effort. The duration of the monitoring and reporting shall be established by resource agency permit conditions.</p>				
	<p>The majority of the jurisdictional aquatic resources within Los Angeles County fall under the regulatory jurisdiction of the USACE (pursuant to Section 404 of the CWA) and the CDFW (pursuant to Section 1602 of the California Fish and Game Code). Compensatory mitigation for these impacts to jurisdictional aquatic resources would be required in order to obtain permits from the USACE and CDFW. For any build alternative, compensatory mitigation would be developed in accordance with the Final Rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Part 325 and 332, and 40 CFR Part 200). Typically, aquatic resources subject to USACE and CDFW jurisdiction are mitigated at a minimum mitigation-to- impact ratio of 2:1 for permanent impacts and 1:1 for temporary impacts, which is consistent with USACE and CDFW policies for no net loss of aquatic habitat (e.g., wetlands) standards. Compensatory mitigation may have been in the form of habitat restoration and/or enhancement in on- or off-site areas where similar aquatic habitat exists, or a monetary contribution toward an in-lieu fee program, as acceptable by the regulatory agencies. Mitigation bank credits may also have been an option, although further research would be needed to determine feasibility.</p> <p>For any build alternative, final details for compensatory mitigation would have been evaluated through coordination between Caltrans</p>				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>and the resource agencies. Areas within or directly adjacent to the BSA of the build alternatives may have offered potential mitigation options. Online research (The River Project 2009; Los Angeles County 2009) and communication with agency representatives (L. Torres [Rivers and Mountains Conservancy], J. Casanova [Los Angeles River and San Gabriel Rivers Watershed Council], and D. Rivera [LACDPW], personal communication, December 30, 2009) revealed that a number of restoration opportunities, some still in progress, exist in the vicinity. Portions of the Joint Dominguez Gap and DeForest Treatment Wetlands Project lie within the BSA. Among other potential options, compensation for the impacts of the build alternatives to tidal waters may have been provided through additional funding for the Golden Shore Marine Preserve (Long Beach Natural Areas 2009). The final report has been submitted for the Compton Creek Improvement Project, which may provide a compensatory mitigation opportunity for riparian scrub and/or freshwater emergent marsh. The Rivers and Mountains Conservancy is looking for potential projects for implementation in the Compton Creek Watershed, as well as in the Los Angeles River. For any build alternative, these potential opportunities would have been investigated in coordination with the resource agencies, the Los Angeles County Department of Public Works (LACDPW), and the Santa Monica Mountains Recreation and Conservation Authority (SMMRCA) throughout the planning phase, final design, and the permitting process. Since a build alternative was not identified as the Preferred Alternative, compensatory and other mitigation will not be implemented.</p>				

PLANT SPECIES

PS-1	<p>In order to mitigate for impacts to southern tarplant, the affected southern tarplant populations will be relocated under the supervision of the District Biologist from within the BSA to nearby protected open space areas in order to maintain these few remaining populations within the vicinity of the I-710 Corridor. Otherwise, to compensate for the loss of these populations, collection and scattering of seed in sunny areas with suitable soil</p>	Caltrans (Biologist)	Prior to construction		
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No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	and hydrologic conditions in the region, such as in areas adjacent to existing and remaining populations, shall occur under the supervision of the District Biologist during the appropriate time of year to improve the potential for populations of this species to remain stable in future years. Consultation with the CDFW would be completed prior to any relocation or restoration effort.				
PS-2	To the maximum extent practicable, native coastal sage scrub species such as California sagebrush (<i>Artemisia californica</i>), black sage (<i>Salvia mellifera</i>), white sage (<i>Salvia apiana</i>), California buckwheat (<i>Eriogonum fasciculatum</i>), and coast brittle-bush (<i>Encelia californica</i>) will be incorporated into revegetation plans for the proposed project and shown on landscaping plans through coordination with the Caltrans Biologist and Caltrans Landscape Architect. An effort will be made to build upon coastal sage scrub restoration efforts already underway within the vicinity of the biological study area.	Caltrans (Biologist)	Prior to and during construction		

ANIMAL SPECIES

AS-1¹	New, replacement, and renovated bridges will be designed to ensure the safety of birds flying up and down the Los Angeles River. Suitable fencing or other structural features on the sides of bridges would direct flying birds up and out of the way of traffic, at the same time not serving as dangers themselves, as well as restrict litter and debris from falling into the Los Angeles River during regular operation. Other design measures will be considered if they accomplish the same results. In addition to review and certification by the bridge design and the California Department of Transportation (Caltrans) District Non-Standard Special Provisions (NSSP) team, final bridge design will be reviewed and approved by the Caltrans District 7 biologist, in consultation with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).	Caltrans (Project Design Engineer, Biologist)	During final design		
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INVASIVE SPECIES

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
IS-1	<p>A weed abatement program would be developed to minimize the importation of nonnative plant material after construction. Eradication strategies would be employed should an increase in invasive plants occur.</p> <p>At a minimum, this program would include:</p> <ul style="list-style-type: none"> ▪ 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 Caltrans District Biologist. ▪ Weed abatement would be targeted for areas that do not contain ruderal native vegetative species such as milkweed. 	Caltrans (Resident Engineer; Landscape Architect, District Biologist)	After construction		
IS-2	<p>After construction, affected areas adjacent to native vegetation would be revegetated with plant species approved by the California Department of Transportation (Caltrans) District Biologist that are native to the vicinity. Landscape plans prepared by the Caltrans Landscape Architect shall depict plants species and locations proposed for areas to be revegetated, which shall be approved by the District Biologist. All revegetated areas would avoid the use of species listed in the California Invasive Plant Council's (Cal-IPC) California Invasive Plant Inventory that have a high or moderate rating, specifically all variations of ice plants. All revegetated areas would be replanted consistent with the Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes (January 2004) or otherwise consist of the native riparian and upland plants historically present along the Los Angeles River.</p>	Caltrans (Resident Engineer; Landscape Architect, District Biologist)	After construction		

CONSTRUCTION

CON-LU-1	During construction, the California Department of Transportation (Caltrans) will require the Construction Contractor to maintain vehicular, bicycle, and pedestrian access to businesses within the construction area throughout the construction period. If existing access points are disrupted, alternative access will be provided.	Caltrans (Resident Engineer)	During construction		
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No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Appropriate signage and temporary sidewalks will be provided as needed throughout construction, and the Construction Contractor will provide and maintain appropriate signage to direct pedestrian, bicycle, and vehicular traffic to businesses via alternate routes. Disabled access will also be maintained during construction.				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-LU-2	<p>During construction, Caltrans will require establishment of one or more public information field office(s) near the construction site(s). The field office(s) will serve the following purposes:</p> <ul style="list-style-type: none"> ▪ Provide the community and businesses with a physical location where information pertaining to construction can be obtained in both English and Spanish, including information on lane, street, and ramp closures, including pedestrian and bicycle facility closures and applicable detours. ▪ Enable Caltrans staff to facilitate communication between Caltrans staff and residents and business operators. ▪ Notify property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption, rerouting of delivery trucks) at least 14 days prior to the disruption. ▪ Respond to phone inquiries. ▪ Coordinate business outreach programs, specifically to increase participation in the planning, construction, operation, and maintenance of the project by small businesses, minority-owned businesses, and women-owned businesses in the Study Area. ▪ Conduct periodic informational meetings regarding upcoming construction to provide a forum for interested parties to voice concerns about the construction process. 	Caltrans (Resident Engineer; Public Affairs)	During construction		
CON-PR-1	<p>Development of Closures of the Los Angeles River and Rio Hondo Trails and Bikeways. Prior to any temporary closures of the Los Angeles River Trail and Bikeway and/or the Rio Hondo Trail and Bikeway, Caltrans will require the Construction Contractor to meet with LACDPW to review the location and need for each closure. Although the trails and bikeways converge at some points, the trails and bikeways are independent of each other and are typically adjacent. Detours for each closure will be developed in consultation with the LACDPW.</p>	Caltrans (Resident Engineer)	Prior to any temporary closures of the Los Angeles River Trail and/or the Rio Hondo Trail		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-PR-2	Signing for Detours of the Los Angeles River and Rio Hondo Trails and Bikeways. Caltrans will require the Construction Contractor to develop signs directing trail users to alternative routes in consultation with LACDPW and the local jurisdictions through which detours will be routed. Appropriate directional and informational signage will be provided by the Construction Contractor prior to each closure and far enough away from the closure, so that trail and bikeway users will not have to backtrack to get to the detour route.	Caltrans (Resident Engineer)	Prior to trail closure		
CON-PR-3	Contact Information during Closures and Detours of the Los Angeles River and Rio Hondo Trails and Bikeways. Caltrans will require the Construction Contractor to provide a contact number and other information to trail and/or bikeway users to contact the Construction Contractor regarding upcoming or active trail and/or bikeway closures. The Construction Contractor will also be required to provide that information to the LACDPW and the City Public Works Departments in the jurisdictions where the closures/detours are located.	Caltrans (Resident Engineer; Public Affairs)	During closures and detours		
CON-PR-4	Restoration of Closed Areas on the Los Angeles and Rio Hondo Trails and Bikeways. Caltrans will require the Construction Contractor to return trail and/or bikeway segments closed temporarily during construction to the Los Angeles County Department of Public Works (LACDPW) in their original, or better, condition after completion of construction, and the ownership of those temporarily closed areas will remain with the original owner (the LACDPW).	Caltrans (Resident Engineer)	After construction is complete		
CON-U&ES-1	Fire, Law Enforcement, Emergency Services and School Districts. Prior to and during construction, Caltrans and the Construction Contractor will coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers, as well as with local jurisdictions' Departments of Public Works, to minimize temporary delays in emergency response times as part of the Transportation Management Plan (TMP), including the identification of alternative routes and routes across the construction areas for emergency	Caltrans (Resident Engineer)	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>vehicles, developed in coordination with the affected agencies.</p> <p>In addition, as part of the TMP, prior to and during construction, Caltrans and the Construction Contractor will coordinate all temporary ramp closures and detour plans with local school districts and individual schools as identified by the school districts to minimize temporary delays to school bus services and to minimize effects on students who walk to school, including ensuring that pedestrian detours are safe for student use. This coordination will include the identification of alternative bus and pedestrian travel routes including routes to and around construction areas to and from individual schools.</p>				
CON- U&ES-2	<p>Utilities. Major utility relocations will be subject to preparation of Specific Utility Relocation Plans. For temporary impacts, the Specific Utility Relocation Plans will include (Specific Utility Relocation Plan elements for permanent impacts are included in Section 3.4, Utilities and Emergency Services):</p> <ul style="list-style-type: none"> ▪ Description of proposed changes/demolition of existing facilities. ▪ Identification of potential conflicts that need to be resolved with the relocation plan, including temporary roads and staged construction. ▪ A work plan that describes the nature of the construction activity, haul routes, a construction transportation management plan if warranted, hours of construction, construction duration and schedule, planned service interruptions, if any, types of construction activities, and anticipated noise level. ▪ A summary of existing and planned Utility Team Coordination Meetings that will include all utility companies and local jurisdictions' Departments of Public Works affected by the project. The meetings will occur during the final design phase and include final design and construction 	Caltrans (Resident Engineer)	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>staging. The meeting participants will discuss and plan a workable sequence of utility alterations so that the utility work can be coordinated and, where possible, completed in advance of highway work. Topics to be addressed include sensitive environmental areas, hazardous material sites, erosion controls during construction, and any community events that will be occurring during construction and need to be accommodated.</p> <ul style="list-style-type: none"> ▪ A determination if a community meeting will be held prior to the issuance of demolition and grading permits. Community meetings will be held for major utility relocations that are (1) within 500 feet of residences or schools, and (2) that will require construction duration of 30 days or more. Caltrans will hold a community pre-construction meeting, in concert with the Construction Contractor, to provide information regarding the construction schedule and activities. The construction information will include the location and duration of each construction activity, whether or not and, if applicable, the specific location, days, frequency, and duration of the pile driving that will occur, construction transportation management plans, and any accommodation of community events that will be occurring during the construction period. Notification of this meeting will be provided to owners and occupants within 500 feet of the utility relocation site. 				
CON- U&ES-31	Prior to grading activities, Caltrans will require the Construction Contractor to notify Underground Service Alert at least two days prior to excavation by calling 811 to require that all utility owners within the project disturbance limits identify the locations of underground transmission lines and facilities.	Caltrans (Resident Engineer)	Prior to grading activities		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-TR-1 ¹	<p>Transportation Management Plan. Prior to construction, Caltrans will prepare a TMP to address short-term traffic impacts during construction of the Interstate 710 (I-710) Corridor Project. The objectives of the TMP are to:</p> <ul style="list-style-type: none"> ▪ Maintain traffic safety during construction ▪ Maintain an acceptable level of traffic flow throughout the transportation system during construction ▪ Minimize traffic delays and facilitate reduction in the overall duration of construction activities ▪ Minimize detours and impacts to, and maintain connectivity for equestrians, pedestrians and bicyclists ▪ Foster public awareness of the project and construction-related impacts <p>The TMP will include the elements recommended in the Caltrans TMP Guidelines (November 2015), including:</p> <ul style="list-style-type: none"> ▪ Public Information and Outreach ▪ Traveler Information Strategies ▪ Incident Management ▪ Construction Strategies ▪ Demand Management ▪ Alternate Route Strategies <p>Also, to be consistent with the Caltrans <i>Complete Intersections Guide: A Guide to Reconstructing Intersections and Interchanges for Bicycles and Pedestrians</i> (2010), the TMP will consider the short-term project effects on all travel modes including pedestrians, bicyclists, and transit users to minimize closures and the effects of temporary detours on those travelers. The TMP will include public outreach, including information on current and upcoming project</p>	Caltrans (Resident Engineer; District Traffic Manager)	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	construction activities, lane and other closures, detours, and other information to assist residents, students, visitors, and business patrons to more effectively travel around and in the vicinity of active construction areas. Further, if full ramp closures (lasting 10 days or longer) are found to be necessary during future phases of the project, a Ramp Closure Study will be performed to evaluate any potential impacts. The TMP will be coordinated with the affected jurisdictions.				
CON-TR-2	Prior to construction, an evaluation of damage to the pavement surface on local roadways that may occur due to project-related construction traffic will be completed. New pavement will be provided on local arterials that connect to or cross over (or under) I-710 where such roadways will be directly affected by project construction, which includes detours, after project completion in the vicinity of each arterial.	Caltrans (Resident Engineer; Project Design Engineer)	Prior to construction and after project completion		
CON-TR-3	To minimize travel time delays on I-710 during project construction, Caltrans and Metro will work with area transit operators to implement a Transit Subsidy Program that will provide discounted transit fares in areas impacted by construction as well as performing outreach and marketing to incentivize use of transit during construction periods.	Caltrans and Metro, in coordination with project funding partners and local transit operators	During final design and during construction		
CON-VIS-1	Wherever possible and feasible, during final design, the placement of construction staging areas and routes to and from construction areas will be considered so that the view of these sites and routes is shielded from sensitive resources, including residential neighborhoods.	Caltrans (Resident Engineer) and Project Engineer	During PS&E		
CON-CUL-1	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	Caltrans (Resident Engineer; Archaeologist)	If cultural materials are discovered during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-CUL-2¹	If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities will cease in any area or nearby area suspected to overlie remains, and the County of Los Angeles (County) Coroner will be contacted. Pursuant to Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendant (MLD). At that time, the District 7 Environmental Branch Chief or the District 7 Native American Coordinator will be contacted so that he/she 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.	Caltrans (Resident Engineer; Archaeologist)	If human remains are discovered during construction		
CON-CUL-3	Caltrans has developed a project-level Programmatic Agreement (PA) following submittal of the Supplemental Finding of Effect document. Also, an Historic Properties Treatment Plan (HPTP) has been developed by a qualified archaeologist in consultation with Caltrans PQS Principal Investigator-Prehistoric or Historic Archaeology to plan for the identification, evaluation, and treatment of archaeological resources should they be discovered during construction. The HPTP was attached to the project-level PA. Caltrans Division of Environmental Analysis (DEA) and the State Historic Preservation Officer (SHPO) executed the project-level PA on June 6, 2019. The provisions outlined in the PA and HPTP will be followed during construction.	Caltrans (Resident Engineer; Archaeologist)	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-WQ-1¹	Caltrans will require the Construction Contractor to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006--DWQ, NPDES No. CAS000002) and any subsequent permit as they relate to construction activities for the project. This will include submission of the Permit Registration Documents, including a Notice of Intent (NOI), risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and signed certification statement to the State Water Quality Control Board (SWRCB) at least 14 days prior to the start of construction. The SWPPP will meet the requirements of the Construction General Permit and will identify pollutant sources associated with construction activities; identify non-stormwater discharges; develop a water quality monitoring and sampling plan; and identify, implement, and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants associated with the construction site. The BMPs identified in the SWPPP will be implemented during project construction. A Notice of Termination will be submitted to the SWRCB upon completion of construction and the stabilization of the site.	Caltrans (Resident Engineer, Project Design Engineer; Stormwater Management)	Prior to, during, and after construction		
CON-WQ-2¹	Caltrans will require the Construction Contractor to comply with the provisions of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, Order No. R4-2013-0095, NPDES No. CAG994004, as they relate to discharge of non-stormwater dewatering wastes for the project, including monitoring and reporting requirements. This includes complying with the prescribed Monitoring and Reporting Program and submitting to the Los Angeles Regional Water Quality Control Board (RWQCB) a NOI at least 45 days prior to the start of non-stormwater dewatering discharge. In addition, a Notice of Termination will be submitted upon completion of dewatering discharge.	Caltrans (Project Design Engineer, Resident Engineer; Stormwater Management)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-GEO-1¹	Caltrans will prepare a quality assurance/quality control plan that will be maintained during construction. The plan will include observing, monitoring, and testing by a geotechnical engineer and/or geologist during construction to confirm that geotechnical/geologic recommendations are fulfilled, or if different site conditions are encountered, appropriate changes are made to accommodate such issues. The geotechnical engineer will prepare weekly reports while grading excavation and construction activities are underway.	Caltrans (Resident Engineer, Geotechnical Engineer)	Prior to and during construction		
CON-PAL-1	In accordance with the Paleontological Mitigation Plan (refer to PAL-1 in Section 3.11), a pre-construction field survey shall be conducted in areas identified as having high paleontological sensitivity after vegetation and paving have been removed, followed by salvage of any observed surface paleontological resources prior to the beginning of additional grading.	Caltrans (Paleontologist)	Prior to construction		
CON-PAL-2	During construction excavation, a qualified vertebrate paleontological monitor shall initially be present on a full-time basis whenever excavation will occur within the sediments that have a high paleontological sensitivity rating and on a spot-check basis for excavation in sediments that have a low sensitivity rating. Monitoring may be reduced to a part-time basis if no resources are being discovered in sediments with a high sensitivity rating (monitoring reductions, when they occur, will be determined by the qualified Principal Paleontologist in consultation with the Caltrans Resident Engineer [RE]). The monitor shall inspect fresh cuts and/or spoils piles to recover paleontological resources. With the RE's approval, the monitor shall temporarily divert construction equipment away from the immediate area of the discovery. The monitor shall be equipped to rapidly stabilize and remove fossils to avoid prolonged delays to construction schedules. If large mammal fossils or large concentrations of fossils are encountered, Caltrans shall consider using heavy equipment on site to assist in the removal and collection of large materials.	Caltrans (Paleontologist)	During construction excavation		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-HW-1 ¹	During construction, the Construction Contractor will test and remove yellow traffic stripes and pavement marking material in accordance with Standard Special Provision 14-11.12.	Will be defined by Cooperative Agreement between Metro and Caltrans	During construction		
CON-HW-2 ¹	If suspect hazardous waste or underground tanks are encountered during construction, the Construction Contractor will stop work and follow the procedures outlined in Appendix E of the Caltrans' <i>Unknown Hazards Procedures for Construction</i> .	Will be defined by Cooperative Agreement between Metro and Caltrans	If suspect hazardous waste or underground tanks are encountered during construction		
CON-HW-3 ¹	During preparation of Plans, Specifications, and Estimates, Metro's contractor (with oversight from Caltrans) will conduct a groundwater evaluation to assess disposal alternatives for groundwater encountered during construction and to comply with the requirements of the NPDES permitting process. If contaminated groundwater is detected during the evaluations, proper agencies will be alerted and action will be taken to contain the contamination.	Will be defined by Cooperative Agreement between Metro and Caltrans	During preparation of PS & E		
CON-HW-4	During final design, prior to any ground disturbance, all treated wood waste will be properly disposed of, in accordance with Alternative Management Standards for Treated Wood Waste in Section 67386.6(a)(2)(B) 3 of the California Code of Regulations (CCR). In addition, any personnel who come in contact with treated wood waste or contaminated soils will be required to follow all applicable requirements under Section 67386.6(a)(2)(B) 3 of the CCR and be trained in the proper identification, disposal, and safe handling of treated wood waste and contaminated soils.	Will be defined by Cooperative Agreement between Metro and Caltrans	During final design prior to any ground disturbance During construction		
CON-HW-5	The specifications related to air pollution control during demolition or renovation of a structure or bridge will be included during the Plans, Specifications, and Estimates phase and implemented prior to demolition or renovation of a structure or bridge. SCAQMD notification and submittal of any required fees or documentation will be completed at least ten days prior to proceeding with demolition work per SCAQMD Rule 1403. The requirements of SCAQMD Rule 1403 will be adhered to during demolition/renovation activities. The	Will be defined by Cooperative Agreement between Metro and Caltrans	During preparation of PS & E During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	sampling, handling, treatment, and disposal of hazardous waste will be conducted in accordance with applicable local, State, and federal regulations and requirements, prior to and during construction of the project.				
CON-AQ-1	<p>The Construction Contractor will comply with Caltrans Standard Specifications.</p> <ul style="list-style-type: none"> ▪ Section 7, "Legal Regulations and Responsibility to the Public," addresses the Construction Contractor's responsibility on many items of concern, such as compliance by the Construction Contractor with laws and regulations and responsibilities for public safety and convenience. Section 7-1.03 specifically requires application of a dust palliative for the prevention or alleviation of dust nuisance, and Section 7-1.04, "Public Safety," specifically states "Control dust resulting from the work, inside and outside the right-of-way." ▪ Section 13 is directed at water pollution control and specifically, Section 13-5 discusses temporary soil stabilization. ▪ Section 14, "Environmental Stewardship," includes specifications relating to environmental compliance and environmental resource management. Specifically, Section 14-9 includes specifications relating to air quality, including 14-9.02, Air Pollution Control, which directs the Construction Contractor to comply with applicable air pollution control rules, regulations, ordinances and statutes. 	Caltrans (Resident Engineer)	During construction		
CON-AQ-2	The Construction Contractor will apply water or dust-palliative per Caltrans Standard Specifications Section 18 or applicable air district regulations, whichever are more stringent for air quality, to the site and equipment as frequently as necessary to control fugitive dust emissions. South Coast Air Quality Management District (SCAQMD) Rule 403 will also be followed.	Caltrans (Resident Engineer)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-AQ-3	The Construction Contractor will spread soil binder on any unpaved roads used during construction and all project construction parking areas, consistent with storm water pollution control requirements (Caltrans Standard Specifications Section 13-5).	Caltrans (Resident Engineer)	During construction		
CON-AQ-4	Section 13 of the Caltrans Standard Specifications discusses Water Pollution Control. Specifically, Section 13-5, "Temporary Soil Stabilization," directs the Construction Contractor to utilize various methods to control and minimize wind erosion, among other occurrences, that will also alleviate instances of fugitive dust.	Caltrans (Resident Engineer)	During construction		
CON-AQ-5	The Construction Contractor will properly tune and maintain construction equipment and vehicles. The Construction Contractor will use low-sulfur fuel in all construction equipment as provided in California Code of Regulations (CCR) Title 17, Section 93114.	Caltrans (Resident Engineer)	During construction		
CON-AQ-6	The Construction Contractor will develop and implement a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction fugitive dust impacts to adjacent land uses.	Caltrans (Resident Engineer)	Prior to and during construction		
CON-AQ-7	The Construction Contractor will locate equipment and materials storage sites as far away from adjacent residential and park uses as practical. The Construction Contractor will keep construction areas clean and orderly.	Caltrans (Resident Engineer)	Prior to and during construction		
CON-AQ-8	The Construction Contractor will establish Environmentally Sensitive Areas (ESAs) for sensitive air receptors within which construction activities involving extended idling of diesel equipment will be prohibited to the extent feasible. In addition, a strong anti-idling policy will be implemented at all construction sites as part of an air quality impact training program that will include education on potential health risks to nearby receptors and ways to reduce emissions, including no idling, use of PM filters, use of alternative fuels, etc.	Caltrans (Resident Engineer; Air Quality Specialist)	Prior to construction		

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No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-AQ-9	The Construction Contractor will use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on off-site roads used by construction traffic, consistent with storm water pollution control requirements (Caltrans Standard Specifications Section 13-7).	Caltrans (Resident Engineer)	Prior to construction		
CON-AQ-10	The Construction Contractor will cover all loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce particulate matter less than ten microns in size (PM10) and the deposition of particulate matter during transportation.	Caltrans (Resident Engineer)	During construction		
CON-AQ-11	The Construction Contractor will remove dust and mud deposited on paved public roads due to construction activity and traffic to decrease particulate matter, consistent with storm water pollution control requirements (Caltrans Standard Specifications Section 13-7).	Caltrans (Resident Engineer)	During construction		
CON-AQ-12	The Construction Contractor will route and schedule construction traffic to avoid peak travel times as much as possible and to reduce congestion and related air quality impacts caused by idling vehicles along local roads.	Caltrans (Resident Engineer)	Prior to and during construction		
CON-AQ-13	The Construction Contractor will install mulch or plant vegetation as soon as practical after grading to reduce windblown particulates in the area.	Caltrans (Resident Engineer)	As soon as practical after grading		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-AQ-14	During clearing, grading, earthmoving, or excavation operations, excessive fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the SCAQMD Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in project specifications. Visible dust beyond the property line emanating from the project will be prevented to the maximum extent feasible.	Caltrans (Resident Engineer)	During clearing, grading, earthmoving, or excavation operations		
CON-AQ-15	Construction equipment used during project construction will meet equivalent emissions performance to that of United States Environmental Protection Agency (EPA) Tier 4 standards and California Air Resources Board (ARB) requirements for non-road engines, depending on the responsible agency that administers the construction contract and the availability of construction equipment compliant with these standards. If Metro administers the construction contract, then Metro's Green Construction Policy will be utilized.	Caltrans (Resident Engineer)	Prior to construction		
CON-AQ-16	Caltrans will instruct the Construction Contractor to comply with ARB's anti-idling rule, which prohibit diesel truck idling in excess of five minutes.	Caltrans (Resident Engineer)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-AQ-17	<p>The following measures from Appendix G of the 2012 SCAG RTP/SCS Programmatic Environmental Impact Report and the 2016 SCAG RTP/SCS will be implemented during construction:</p> <ul style="list-style-type: none"> ▪ Excavating and grading activities will cease during second stage smog alerts and periods of high winds (25 miles per hour or more; defined as 'strong breeze' on the Beaufort scale). ▪ Construction roads that carry traffic anticipated during construction should be engineered using the pavement standards and procedures for new construction, except where noted otherwise, in accordance with the Caltrans Highway Design Manual Section 603.6, Temporary Pavements and Detours. ▪ Traffic speeds on all unpaved surfaces will not exceed 25 miles per hour. ▪ To the extent possible, construction activity should utilize electricity from on-site power poles rather than diesel and/or gasoline powered generators. ▪ A person or persons will be appointed to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties should include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons should be provided to the local air district prior to the start of construction as well as posted on site over the duration of construction. ▪ Appropriate wind-breaks will be installed at the construction site to minimize windblown dust. ▪ Land disturbance will be minimized where possible, consistent with SCAQMD Rule 403. ▪ The contractor will be required to assemble a comprehensive 	Caltrans (Resident Engineer)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>inventory list of all heavy-duty off-road equipment that could be used an aggregate of 40 or more hours for the project.</p> <ul style="list-style-type: none"> ▪ Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, will be required to obtain ARB Portable Equipment Registration with the State or a local district permit. Appropriate consultations with the ARB or the SCAQMD will occur to determine registration and permitting requirements prior to equipment operation at the site. ▪ If cranes are required for construction, they shall be rated at 200 hp or greater and equipped with Tier 4 or equivalent engines, if commercially available. ▪ All off-road and portable diesel-powered equipment will be fueled with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road). ▪ Electric fleet or alternative-fueled vehicles will be used where commercially available and feasible including methanol, propane, and compressed natural gas. Where alternative fuels are used, alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines, will be used if commercially available and feasible. ▪ On-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standards for on-road diesel engines, and compliance with State on-road regulations, will be used. ▪ Idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary, will be used. 				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<ul style="list-style-type: none"> Minimize idling time either by shutting off equipment when not in use or limit idling time to five minutes, in accordance with CARB's anti-idling rule. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the five-minute idling limit. The Construction Contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager or Resident Engineer shall enforce this limit. The number of construction equipment in operation simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Catalytic converters shall be installed on gasoline-powered equipment. Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit. Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch on site. Use of low-rolling resistance tires on long haul class 8 tractor-trailers. Install a ARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines. 				
CON-N-1¹	Equipment noise control will be utilized and applied to revising old equipment and designing new equipment to meet specified noise levels during construction of the proposed project.	Caltrans (Resident Engineer)	Prior to construction		
CON-N-2	The Construction Contractor will utilize in-use noise control where existing equipment is not permitted to produce noise levels in excess of specified limits.	Caltrans (Resident Engineer)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-N-3	The Construction Contractor will implement site restrictions during construction activity in an attempt to achieve noise reduction through modifying the time, place, or method of operation of a particular source.	Caltrans (Resident Engineer)	Prior to construction		
CON-N-4	The Construction Contractor will implement personal training of operators and supervisors to become more aware of the construction site noise problems.	Caltrans (Resident Engineer)	Prior to construction		
CON-N-5	<p>The Construction Contractor will implement equipment noise control that is needed to reduce the noise emissions from construction sites by mandating specified noise levels for the design of new equipment and updating old equipment with new noise control devices and techniques, as described below:</p> <ul style="list-style-type: none"> ▪ 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 the retrofitting of mufflers on existing equipment will be necessary to yield an immediate noise reduction at all types of road construction sites. ▪ 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 will ensure that the tracks are kept in excellent condition by periodic maintenance and lubrication. ▪ Lowering exhaust pipe exit heights 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. ▪ 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. 	Caltrans (Resident Engineer)	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-N-6	<p>The Construction Contractor will implement in-use site noise control measures that are 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 will not be affected. However, those exceeding the limit will 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. It will be repaired or replaced if necessary to maintain the in-use noise limit. All equipment applying the in-use noise limit will achieve an immediate noise reduction if properly enforced.</p>	Caltrans (Resident Engineer)	Prior to and during construction		
CON-N-7	<p>The Construction Contractor will apply site restrictions 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.</p> <ul style="list-style-type: none"> ▪ Shielding with barriers will 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. They may also include the construction of soundwalls as the first order of work, if their construction will not be precluded by other construction activities, so that the walls may help to abate construction noise. ▪ Efficient rerouting of trucks and control of traffic activity on construction sites will reduce noise due to vehicle idling, gear shifting, and accelerating under load. Planning proper traffic control will result in efficient workflow and reduce 	Caltrans (Resident Engineer; Noise Engineer)	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>noise levels. In addition, rerouting trucks does not reduce noise levels but transfers noise to other areas that are less sensitive to noise.</p> <ul style="list-style-type: none"> Time scheduling of activities will be implemented to minimize noise impacts 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 will be an effective noise control measure. Equipment location will be as far from noise-sensitive land use areas as possible. The Construction Contractor will substitute quieter equipment or use quieter construction processes at or near noise-sensitive areas. 				
CON-N-8	The Construction Contractor(s) and their employees will be educated via a training program 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. The Construction Contractor will conduct a training program for equipment operators 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 impacts due to noise and methods of abatement.	Caltrans (Resident Engineer; Noise Engineer)	Prior to construction		
CON-N-9¹	A pre- and post-construction survey will be conducted for residential structures located within 200 feet of pile driving locations to determine whether any new cracks or other damage have occurred. Should damage occur to structures resulting from project construction, operations will cease and the construction methods and/or equipment will be re-evaluated. Measures in the Caltrans <i>Transportation and Construction Vibration Guidance Manual</i>	Caltrans (Resident Engineer; Noise Engineer)	Prior to and after construction is complete		

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	<u>(September 2013) will be implemented as necessary.</u>				
CON-N-10¹	The Construction Contractor will be required to utilize alternatives to pile driving such as pre-drilling and cast-in-place will be required, where feasible, to limit vibration generation to a negligible amount.	Caltrans (Resident Engineer; Project Design Engineer; Noise Engineer)	During construction		
CON-N-11	During the final design phase of the proposed project, a Noise Monitoring Plan and Noise Control Plan shall be prepared. The Noise Monitoring Plan and Noise Control Plan shall identify additional noise abatement measures that are required to effectively provide the necessary level of noise attenuation to adjacent sensitive receptors. The Construction Contractor will be required to implement the necessary additional noise abatement measures detailed in the Noise Monitoring Plan and Noise Control Plan to ensure that potential project-related noise impacts to affected sensitive sites adjacent to the freeway are minimized and avoided to the greatest extent possible.	Caltrans (Construction Contractor; Project Design Engineer; Noise Engineer)	Prior to the completion of the final design phase		
CON-E-1	<p>Prior to the completion of final design, Caltrans shall prepare and implement a construction efficiency plan, which will include the following:</p> <ul style="list-style-type: none"> ▪ Select disposal sites as close as practicable to the I-710 construction area to minimize haul distances and excavation-related fuel consumption. ▪ Reuse existing rail, steel, and lumber wherever possible, such as for falsework, shoring, and other applications during the construction process. ▪ Recycle asphalt taken up from roadways, if practicable and cost-effective. ▪ Using newer, more energy-efficient equipment and maintain older construction equipment in good working order. ▪ Schedule construction operations to result in the most efficient use of construction equipment possible. 	Caltrans (Resident Engineer; Project Design Engineer)	Prior to the completion of final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<ul style="list-style-type: none"> Promoting employee carpooling. 				
CON-E-2	<p>Prior to the completion of project construction, Caltrans shall prepare and implement a maintenance efficiency plan which will include the following:</p> <ul style="list-style-type: none"> Maintain maintenance equipment in good working order. Schedule maintenance operations to result in the most efficient use of maintenance equipment possible. 	Caltrans (Resident Engineer; Maintenance)	Prior to completion of construction		
CON-NC-1¹	<p>Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around sensitive habitats adjacent to the project footprint under the guidance of a biological monitor to designate Environmentally Sensitive Areas (ESAs) to be preserved. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at ESA boundaries to prevent accidental deposition of fill material in areas where the ESA is immediately adjacent to planned grading activities. The fencing will be inspected by the Resident Engineer on a regular basis and will be maintained throughout the construction period. Damaged portions of the fence will be repaired in a timely manner from the construction side of the fence.</p>	Caltrans (Resident Engineer; Biologist)	Prior to clearing or construction		
CON-NC-2¹	<p>A biologist will monitor construction within the vicinity of estuarine and riparian/riverine habitats for the duration of the project to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented.</p>	Caltrans (Biologist)	During construction, for the duration of the project		
CON-NC-3	<p>A biological monitor will be present during all vegetation clearing to flush any wildlife species present prior to construction.</p>	Caltrans (Biologist)	During all vegetation clearing		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-NC-4¹	An employee education program for all construction personnel will be developed and implemented by the biological monitor prior to construction. At a minimum, the program will include the following topics: (1) responsibilities of the biological monitor; (2) delineation and installation of visible barriers of Environmentally Sensitive Areas (ESAs); (3) limitations on all movement of those employed on site, including ingress and egress of equipment and personnel, to designated construction zones (personnel shall not be allowed access to ESAs); (4) on-site pet prohibitions; (5) use of trash containers for disposal and removal of trash; (6) project features designed to reduce the impacts to listed species and habitat and promote continued successful occupation of adjacent habitat areas; (7) identification and information regarding special-status species (e.g. least Bells' vireo, burrowing owl, southern tarplant, eelgrass) and measures to be implemented; and (8) identification and information regarding invasive species (e.g. <i>Caulerpa taxifolia</i>). A record of all personnel will be maintained.	Caltrans (Resident Engineer; Biologist)	Prior to construction		
CON-NC-5	Potential exists for eelgrass to occur within a portion of the project limits, specifically at bridges over the tidally-influenced reaches of the Los Angeles River. Protocol eelgrass presence/absence surveys shall be conducted at these bridges within one year prior to commencement of construction. If eelgrass presence is confirmed, areas with eelgrass shall be mapped, impact analysis shall be performed, and mitigation measures shall be determined in coordination with the National Marine Fisheries Service.	Caltrans (Biologist)	Prior to construction		
CON-NC-6¹	The use of rodenticides, herbicides, insecticides, or other chemicals that could potentially harm sensitive plant and wildlife species, including state and federally listed species, shall be prohibited in and adjacent to suitable habitat for these species. Use of rodenticides, herbicides, insecticides, or other chemicals in other areas will be monitored by a qualified biologist to ensure no accidental effects in sensitive habitats.	Caltrans (Resident Engineer; Maintenance; Biologist)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-NC-7	A Habitat Mitigation and Monitoring Plan (HMMP) that is acceptable by the USACE, the CDFW, and the RWQCB is expected to be required as a condition of the permit approvals required from each agency. If required, the HMMP will be developed and submitted to the applicable resource agencies for approval as part of the regulatory permit application.	Caltrans (Biologist)	Prior to construction		
CON-NC-8 ¹	A construction SWPPP and soil erosion and sedimentation plan will be developed by the Construction Contractor to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project's construction phase. The SWPPP will identify specific BMPs to be implemented during project construction so as not to cause or contribute to an exceedance of any water quality standard. A Storm Preparation and Evacuation Plan shall be prepared as part of the SWPPP prepared for the project. The plan shall include a requirement that no work shall occur within drainages during storm events. In addition, the SWPPP will contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.	Caltrans (Resident Engineer; Stormwater Management)	Prior to construction		
CON-NC-9	All avoidance, minimization, and mitigation measures identified in the Habitat Mitigation Monitoring Plan (HMMP), the Fisheries Management Plan (if required), and the SWPPP will be followed.	Caltrans (Resident Engineer; Biologist)	For the duration of the project		
CON-NC-10	BMPs will be included in the Fisheries Management Plan (if required) and/or SWPPP to limit the resuspension of sediment and to manage resuspended sediment during construction in and adjacent to the Los Angeles River, particularly to limit the spread of contaminated sediment. These BMPs may include cofferdams, silt or turbidity curtains, or other watertight barricades surrounding the work areas that will contain resuspended sediment in the work area until it settles.	Caltrans (Resident Engineer; Biologist; Stormwater Management)	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-NC-11 ¹	All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated nonsensitive upland habitat areas. The designated upland areas will be located in such a manner as to prevent runoff from any spills from entering sensitive habitats and waters of the United States.	Caltrans (Resident Engineer; Biologist)	Prior to and during construction		
CON-NC-12 ¹	In addition to specific BMPs identified in the SWPPP, project construction shall be carried out under standard BMPs (e.g., no staging or vehicle repair in sensitive areas, implementation of erosion control measures, and fuel spill cleanup). During project construction, the proper use and disposal of oil, gasoline, diesel fuel, antifreeze, lead paint, and other toxic substances shall be enforced. No construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to tidal erosion and dispersion. Construction materials shall not be stored in direct contact with the soil anywhere along the project alignment.	Caltrans (Resident Engineer; Biologist)	During construction		
CON-NC-13 ¹	Measures to contain all contaminated soils and material, including contaminated topsoil and lead-based paint from demolished bridges, shall be in place prior to and during soil moving (e.g., grading) and demolition activities. All contaminated soils and material shall be removed from the BSA and disposed of at an approved disposal site.	Caltrans (Resident Engineer; Hazardous Waste Engineer)	Prior to and during soil moving (e.g., grading) and demolition activities		
CON-NC-14	Construction techniques utilized within and adjacent to the Los Angeles River channel will be designed to minimize effects on downstream conditions (e.g., flow rate or turbidity). During low flow, there will be no substantial contribution to or disruption of normal processes downstream. However, some minimal isolation of work may be required to minimize turbidity (e.g., air bubble curtain system or air-filled isolation casings around bridge support structures). Any potential disruption during storm events will be inconsequential amid typical high-volume flows.	Caltrans (Office Engineer, Resident Engineer; Biologist)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-NC-15	All debris generated during bridge construction and deconstruction will be prevented from settling into the Los Angeles River. When work is taking place over the Los Angeles River, floating booms (and/or other acceptable equipment) shall be used to contain debris. All construction-related debris shall be removed no later than the end of each day. Floating booms and/or other acceptable equipment shall be in place prior to commencement of construction over the Los Angeles River, and shall remain in place for the duration of construction activities over water.	Caltrans (Resident Engineer; Biologist)	During bridge construction and deconstruction		
CON-NC-16	Construction and operation of equipment in waterways, including the Los Angeles River, shall be limited to the maximum extent feasible during the wet season (wet season is typically defined by the Regional Water Quality Control Board as November 1 to March 31). If such work is to occur, weather forecasts and storm predictions shall be closely monitored, and construction activities shall cease and equipment/materials that could be affected by storms or other high-flow events shall be removed from the waterway prior to such events.	Caltrans (Resident Engineer)	During construction		
CON-WET-1	Prior to the start of construction, Caltrans shall apply for and obtain an appropriate permit from the U.S. Army Corps of Engineers (USACE) for placement of fill in jurisdictional wetlands or waters pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act, respectively.	Caltrans (Biologist)	Prior to the start of construction		
CON-WET-2	Prior to the start of construction, Caltrans shall apply for and obtain a Lake or Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife (CDFW) for impacts to riparian and streambed areas under the jurisdiction of Section 1602 of the Fish and Game Code.	Caltrans (Biologist)	Prior to the start of construction		
CON-WET-3	Prior to the start of construction, Caltrans shall apply for and obtain a Water Quality Certification from the Regional Water Quality Control Board (RWQCB) for effects to jurisdictional wetlands pursuant to Section 401 of the CWA.	Caltrans (Biologist)	Prior to the start of construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-PS-1 ¹	During construction, Caltrans shall ensure that a qualified biologist will monitor construction within the vicinity of southern tarplant populations for the duration of the project to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented.	Caltrans (Biologist)	During construction		
CON-AS-1 ¹	A biologist will monitor construction within the vicinity of burrowing owl (BUOW) locations (if present) for the duration of the project to ensure that vegetation removal, BMPs, ESAs, and all avoidance and minimization measures are properly implemented.	Caltrans (Biologist)	For the duration of the project, within the vicinity of burrowing owl (BUOW) locations (if present)		
CON-AS-2 ¹	Construction within suitable habitat for nesting birds shall be limited to the extent necessary to complete construction activities. If any work, including vegetation removal, is to occur during the bird nesting season (which is February 1 st through September 1 st), the District Biologist shall be notified two weeks prior to the start of construction to determine if nesting birds could be present so that preconstruction surveys may be conducted and exclusionary devices and methods may be discussed. If work has not commenced within 72 hours after the bird nesting survey, the bird nesting survey shall be repeated. No work shall commence until vegetation to be removed has been surveyed for nesting birds and cleared by the District Biologist. In the event that nesting birds are observed, the Resident Engineer (RE) shall pause work until a qualified biologist has determined that fledglings have left the nest. If this is not possible, the RE shall coordinate with the District Biologist to minimize the risk of violating the Migratory Bird Treaty Act (MBTA). Most likely, the District Biologist will recommend a buffer of 150 ft. for songbirds and a buffer of 500 ft. for raptors during all phases of construction. Nesting birds are protected under the MBTA and cannot be impacted by construction activities, including but not limited to noise, dust pollution, and habitat disturbance.	Caltrans (Biologist)	Tree-trimming (native or exotic) activities will occur outside of the nesting bird season (February 1–September 1), during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-AS-3¹	On-site pets and the deliberate feeding of wildlife shall be prohibited.	Caltrans (Resident Engineer)	Project duration		
CON-AS-4¹	Within 30 days prior to any phase of construction, pre-construction surveys will be conducted in areas with suitable burrowing owl (BUOW) habitat to ensure that any BUOW that may occupy the site are not affected by construction activities. These pre-construction surveys are also required in order to demonstrate compliance with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. If any of the pre-construction surveys determine that BUOW are present, mitigation measures may be required. The specifics of the required measures shall be coordinated between Caltrans District Biologist and the resource agencies.	Caltrans (Biologist)	Within 30 days prior to any phase of construction		
CON-AS-5¹	If any of the pre-construction surveys determine that burrowing owls (BUOW) are present, one or more of the following measures may be required: (1) avoidance of active nests and surrounding buffer area during construction activities; (2) passive relocation of individual owls; (3) active relocation of individual owls; and (4) preservation of on-site habitat with long-term conservation value for the owl. The specifics of the required measures shall be coordinated between the Caltrans District Biologist and the resource agencies.	Caltrans (Biologist)	Prior to construction (if any of the pre-construction surveys determine that BUOW are present)		
CON-AS-6	In June or July at least one year prior to construction, a qualified bat biologist shall survey structures that may be subject to impacts from the project to assess their potential for use as maternity roosts, since maternity colonies are generally formed in late spring. The qualified bat biologist shall also perform pre-construction surveys at these structures during the fall or winter season, since bat roosts can change seasonally and bats may over-winter at some locations where they are not present during the summer months. The maternity season and pre-construction surveys shall include a combination of structure inspection, exit counts, and acoustic surveys, and shall also include a component to determine whether night-roosting bats are present. If a maternity roost is found, no work will take place on that structure until the end of the	Caltrans (Biologist)	Prior to construction (in June or July and in fall or winter)		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	maternity season and exclusion devices are installed by a qualified bat biologist. All bat preconstruction survey methods shall be coordinated between the Caltrans District Biologist and the CDFW.				
CON-AS-7	In order to prevent effects to bridge- and crevice-roosting bats (including bat maternity colonies), existing bridges with potential habitat identified during the pre-construction surveys shall have bat exclusion devices installed between September 1 and November 30 (with consideration of weather conditions) to exclude bats from directly affected work areas and avoid potential direct mortality. Exclusions are not always appropriate, and the decision of whether or not to implement a humane eviction/exclusion of bats shall be made on a case-by-case basis in consultation with a qualified bat biologist, and the complete eviction of roosting bats from a structure shall be avoided unless deemed necessary to avoid direct impacts to bats. Installation of the exclusion devices shall be conducted under the guidance of a qualified bat biologist and will be limited if weather conditions are such that they will be harmful to evicted species (e.g., cold temperatures, high winds). Such exclusion efforts must be continued to keep the directly affected work area(s) of direct impacts free of bats until the completion of construction, or until a qualified bat biologist determines that project activities will not result in negative impacts to bats. In conjunction with the humane eviction/exclusion, alternative bat-roosting habitat shall be installed to minimize temporary or permanent impacts to bat-roosting habitat. All exclusion techniques shall be coordinated between the Caltrans District Biologist and the CDFW.	Caltrans (Resident Engineer; Biologist)	Prior to construction (between September 1 and November 30, with consideration of weather conditions)		
CON-AS-8	To minimize direct impacts to bats from the temporary loss of roosting habitat during a humane eviction or exclusion, alternate bat-roosting habitat structures shall be installed prior to the eviction/exclusion of bats from that structure. The design, numbers, and locations of these roost structures should be determined in consultation with a qualified bat biologist. If permanent, direct impacts to bat-roosting habitat are anticipated, alternate roosting habitat shall be provided at a 1:1 ratio to ensure no net loss of bat roosting habitat. All bat-roosting habitat mitigation shall be	Caltrans (Resident Engineer; Biologist)	Prior to the eviction or exclusion of roosting bat habitat		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	coordinated between the Caltrans District Biologist and the CDFW.				
CON-AS-9	In order to avoid impacts to maternity-roosting bats and nonvolant (flightless) juvenile bats, tree removal or trimming (particularly of palm and eucalyptus trees) activities will occur outside of the bat maternity season (April 1–August 31); this time period coincides with the clearing and grubbing restrictions typically associated with the bird nesting season. If tree trimming or removal of large trees or palm trees cannot be avoided during the bat maternity season, these trees should be surveyed by a qualified bat biologist prior to removal and/or monitored during removal to ensure that no roosting bats are present.	Caltrans (Resident Engineer; Biologist)	Tree removal or trimming during April 1 through August 31		
CON-AS-10¹	In order to prevent effects to bridge- and crevice-nesting birds (e.g., swifts and swallows), bird exclusion devices shall be installed between September 1 and December 31 (with consideration of weather conditions) at existing bridges where potential habitat is identified during the pre-construction surveys. Installation of the exclusion devices will be conducted under the guidance of a qualified biologist (in coordination with a qualified bat biologist to ensure no impacts to bats such as incidental entrapment occur) and will be limited if weather conditions are such that they will be harmful to evicted species (e.g., cold temperatures). Such exclusion efforts must be continued to keep the structures free of birds until the completion of construction. All exclusion techniques shall be coordinated between the Caltrans District Biologist and the resource agencies.	Caltrans (Resident Engineer; Biologist)	Prior to construction (all work on existing bridges with potential habitat identified during the pre-construction surveys, including bat maternity roosts, will have bat/bird exclusion devices installed between September 1 and November 30, with consideration of weather conditions)		
CON-AS-11¹	In order to prevent project effects to bridge-nesting birds (i.e., swallows), all unoccupied bird nests from previous nesting seasons shall be removed prior to construction from existing bridges where work will be conducted between February 1 and September 1. Nests from previous nesting seasons shall be removed under the	Caltrans (Biologist, Resident Engineer)	Prior to construction (between September 1 and January 30)		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	guidance and observation of a qualified biologist prior to February 1 of that year, before the swallow colony returns to the nesting site. Removal of swallow nests that are under construction shall only occur under the supervision of a qualified biologist with approval from the California Department of Fish and Wildlife and, if approved, will be repeated as frequently as necessary to prevent nest completion or until a nest exclusion device is installed (such as netting, plastic sheeting, or a similar mechanism that keeps birds from building nests) is installed. Nest removal and exclusion device installation shall be monitored by a qualified biologist. Such exclusion efforts must be continued to keep the structures free of swallows until September 1 or completion of construction. All nest exclusion techniques will be coordinated between the Caltrans District Biologist and the resource agencies.				
CON-AS-12	Some species of bat, including Yuma myotis, are known to roost within swallow nests. Although swallow nests will be removed outside of the swallow nesting season, bats may roost in these mud nests at any time of the year. Therefore, if swallow nests are removed to prevent swallows from nesting within the project area during construction activities, they should be removed in a manner that ensures they do not fall to the ground. To the greatest extent possible, mud nests should be removed by scraping them from the attachment surface and keeping the nest intact until it is examined and determined unoccupied by a qualified bat biologist. This examination should occur concurrently or immediately following the removal of each mud nest.	Caltrans (Resident Engineer; Biologist)	Prior to construction		
CON-AS-13¹	Construction work in the vicinity of the Los Angeles River, adjacent parks, wetlands, and vacant lands will be limited to daylight hours to minimize disturbance to wildlife movement to the best extent feasible. However, this may be difficult to achieve since most highway construction in the region is conducted at night to avoid impacting commuter traffic. If work must be done at night, noise and lighting will be directed away from the Los Angeles River, adjacent parks, wetlands, and vacant lands.	Caltrans (Resident Engineer; Biologist)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
CON-AS-14¹	The Los Angeles River corridor will be kept clear of all equipment or structures that could potentially serve as barriers to wildlife passage.	Caltrans (Resident Engineer; Biologist)	During construction		
CON-TES-1	Informal Section 7 consultation with the National Marine Fisheries Service (NMFS) was completed in February 2019 and found that a Fisheries Management Plan is not required for the action as currently proposed. However, should reinitiation of consultation with NMFS be necessary during construction of the project, and should NMFS determine that a Fisheries Management Plan be required at that time, such a plan will be developed and submitted to the NMFS, the United States Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW), as necessary, for information and permit condition compliance. The Fisheries Management Plan will contain provisions for changes to the plan such as alternative mechanisms, if necessary, during project design and/or construction to achieve the stated goals and performance standards.	Caltrans (Resident Engineer; Biologist)	Prior to completion of final design		
CON-TES-2	A biological monitor will be on site during pile-driving activities in the Los Angeles River to monitor fish that may become injured or killed during the pile driving, as well as for green sea turtles and marine mammals. All pile driving and bridge construction will take place during daylight hours. If native fish are observed to be injured or killed, or if sea turtles or marine mammals are observed during pile driving activities, pile driving will cease, and the California Department of Fish and Wildlife (CDFW) and National Marine Fisheries Service (NMFS) will be contacted to determine appropriate steps to avoid additional effects. The results of the pile-driving monitoring will be reported to Caltrans within two weeks following the completion of pile-driving activities at each location. During pile-driving activities in the tidally influenced reaches of the Los Angeles River, the designated biological monitor will be on site to record the presence or behavior of any sea turtles or marine mammals that approach the project area, and to initiate the shutdown of activities as necessary if sea turtles or marine	Caltrans (Biologist; Resident Engineer)	During pile-driving activities in the Los Angeles River		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	mammals are observed entering the “shutdown zone”. For all pile-driving activities, the “shutdown zone” will be matched to the type of pile and pile driving activity being conducted, and designed around an area that defines an expected acoustic zone of influence that meets the acoustic guidance for Level B harassment for marine mammals under the Marine Mammal Protection Act for that specific pile-driving activity and pile type. Following completion of the Advance Planning Studies by Caltrans (tentatively scheduled for fall 2019; subject to change) that are necessary to provide information on the expected acoustic impacts from the specific pile-driving activity that will be conducted in the tidally influenced reaches of the Los Angeles River, Caltrans will develop and submit a marine mammal and sea turtle monitoring and avoidance plan to NMFS for review prior to initiating construction of the proposed project.				
CON-TES-3	To minimize impacts of pile driving in the Los Angeles River, minimal impact construction equipment and methods (e.g., a vibrating driver, crane, vibratory hammer, or hydraulic press) will be used during construction.	Caltrans (Resident Engineer)	During construction		
CON-TES-4	To minimize impacts of pile driving in the Los Angeles River, sound levels will be monitored during pile-driving activities in the Los Angeles River to ensure that peak sound levels do not exceed the threshold for injury to fish, including steelhead trout (206 maximum or peak measured decibel level [dB _{peak}] or 183 dB sound exposure level [SEL]). If sound levels exceed threshold, additional mitigation measures (e.g., work when the current is reduced, using a hydraulic hammer, the smallest hammer needed to advance the pile, air bubble curtain system, or air-filled isolation casings) will be developed in consultation with the resource agencies.	Caltrans (Noise Specialist; Resident Engineer; Biologist)	During construction		
CON-TES-5	To avoid potential adverse indirect impacts on nesting least Bell's vireo (LBVI), protocol surveys for the species will be conducted within 1 year prior to any construction activities that may occur during the vireo nesting season (mid-March through early August) within 500 feet of potentially suitable nesting habitat, including the Dominguez Gap and DeForest Park Treatment Wetlands riparian	Caltrans (Noise Specialist; Biologist)	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>scrub habitat areas. Pre-construction surveys shall also be conducted by a qualified biologist within portions of the construction area containing suitable habitat for LBVI and within a 500-foot radius of this area if construction will occur during the LBVI breeding season (March 15 to September 1). Pre-construction surveys shall be conducted no more than 72 hours prior to initiating construction activities and will be repeated if construction activities are suspended for 5 days or more. Should any areas be found to be occupied by an LBVI breeding territory during protocol or pre-construction surveys within 500 feet of the project impact area, no work shall occur within 500 feet of the habitat and U.S. Fish and Wildlife Service shall be notified to determine if it is necessary to reinitiate consultation to address potential effects to this species. Biological monitoring will be conducted to ensure that construction-related noise and other effects generated within 500 feet of LBVI habitat areas do not result in disturbance to the active nest(s) or nesting behaviors. The project biologist for this measure must be a trained ornithologist with at least 40 hours of independent LBVI observation in the field.</p>				
CON-TES-6	<p>Operation of equipment and stockpiling of materials in storm channels, including the Los Angeles River, must be avoided during times of high flow. If such work is occurring, weather forecasts and storm predictions shall be closely monitored, and equipment and materials that could be affected by storms or other high-flow events shall be removed from the channel prior to such events.</p>	Caltrans (Resident Engineer; Stormwater; Biologist)	Prior to and during construction		
CON-TES-7	<p>If feasible, drive piles when the current is reduced (i.e., centered around slack current) in areas of strong current, to minimize the number of fish exposed to adverse levels of underwater sound.</p>	Caltrans (Resident Engineer; Hydrology; Biologist)	During construction		
CON-TES-8	<p>If any listed wildlife species are discovered within the BSA and have potential to be adversely affected by the project (as determined by the project biologist), re-initiation of consultation with the United States Fish and Wildlife Service (USFWS), NOAA Fisheries, and/or the CDFW, as applicable, will occur to address unanticipated adverse effects to such species. The biologist shall</p>	Caltrans (Resident Engineer; Biologist)	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	have the authority to stop work activities in the area until the proper resource agencies have approved the project to proceed.				
CON-TES-9	Permanent impacts to suitable vireo habitat will be offset at a 3:1 ratio, and temporary impacts will be offset at a 1:1 ratio, onsite or at a mitigation bank or other site as approved by the Service prior to construction. If vireo are detected within the direct project footprint, impacts to occupied habitat will be offset at a location that is occupied by vireo. If temporary impacts are restored onsite, Caltrans will submit a restoration plan to USFWS for review and approval prior to construction. The restoration plan will include a minimum 5-year plant establishment period and quantitative performance criteria that will be achieved for the restoration to be approved as successful by USFWS. Temporary impact areas will be planted as soon as possible following re-grading after completion of construction to prevent encroachment by non-native plants. Methods for offsetting permanent and temporary impacts will be approved by the USFWS prior to project construction or vegetation clearing.	Caltrans (Biologist)	During and after construction		
CON-TES-10	Estuarine/open water and riparian/riverine communities will be offset at a minimum ratio of 2:1 for permanent impacts and 1:1 for temporary impacts (except for suitable vireo habitat as described in CON-TES-9, which will be offset at a 3:1 ratio). Compensatory mitigation may be in the form of habitat restoration and/or enhancement in on- or offsite areas where similar habitat exists, or equivalent contribution to a mitigation bank or in-lieu fee program. A Habitat Mitigation and Monitoring Plan (HMMP) will be reviewed and approved by USFWS prior to construction to offset impacts to suitable habitat for the plover and least tern.	Caltrans (Biologist)	Prior to clearing or construction		
CON-INV-1¹	Prior to construction, a <i>Caulerpa taxifolia</i> (nonnative seaweed/algae) survey will be conducted in tidally-influenced portions of the project limits within the Los Angeles River according to the National Marine Fisheries Service (NMFS) Control Protocol. If this species is found, then protocols for the eradication of <i>Caulerpa</i> will be implemented to remove this species from the I-710 Corridor Project	Caltrans (Resident Engineer; Biologist)	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Study Area. The 2008 Caulerpa Control Protocol will be followed, which requires survey results to be submitted to the NMFS and CDFW within 15 days of completion. This protocol also requires that the NOAA and CDFW be notified within 24 hours if <i>Caulerpa</i> is identified at a permitted project site.				
CON-INV-2 ¹	Prior to the use of equipment in aquatic situations, the equipment will be thoroughly cleaned and inspected to prevent the introduction of nonnative aquatic species, especially mollusks, in accordance with CDFW Aquatic Invasive Species Decontamination Protocol.	Caltrans (Resident Engineer)	Prior to the use of construction equipment in aquatic situations		
CON-INV-3 ¹	<p>A weed abatement program will be developed to minimize the importation of nonnative plant material during and after construction. Eradication strategies will be employed should an increase in invasive plants occur.</p> <p>At a minimum, this program will include:</p> <ul style="list-style-type: none"> ▪ During construction, the Construction Contractor shall inspect and clean construction equipment at the beginning and end of each day and prior to transporting equipment from one project location to another. ▪ During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible. ▪ During construction, the Construction Contractor shall ensure that all active portions of the construction site are watered a minimum of twice daily or more often when needed due to dry or windy conditions to prevent excessive amounts of dust. ▪ During construction, the Construction Contractor shall ensure that all material stockpiled is sufficiently watered or covered to prevent excessive amounts of dust. ▪ During construction, soil/gravel/rock will be obtained from weed-free sources. ▪ Only certified weed-free straw, mulch, and/or fiber rolls will 	Caltrans (Resident Engineer; Biologist)	During and after construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>be used for erosion control.</p> <ul style="list-style-type: none"> ▪ After construction, affected areas adjacent to native vegetation will be revegetated with plant species approved by the Caltrans District Biologist that are native to the vicinity. ▪ After construction, all revegetated areas will avoid the use of species listed in California Invasive Plant Council's (Cal-IPC) California Invasive Plant Inventory that have a high or moderate rating. ▪ Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the Caltrans District Biologist. 				
CON-CUM-1	Prior to completion of Plans, Specifications, and Estimates for construction, Caltrans shall consult with the lead agencies of other major projects within two miles of the I-710 Corridor Project to ensure that the construction plans are coordinated and do not result in conflicts regarding construction staging areas, roadway closures, detour routes, or commitments to reduce cumulative air quality impacts.	Caltrans (Resident Project Design Engineer)	Prior to completion of PS & E		

CLIMATE CHANGE

Climate change is analyzed in Section 4.4 of this Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Neither the EPA nor the FHWA has issued explicit guidance or methods to conduct Proposed Project-level greenhouse gas (GHG) analysis. As stated on the FHWA's climate change website (http://www.fhwa.dot.gov/environment/climate_change/index.cfm), climate change considerations should be integrated throughout the transportation decision-making process, from planning through development and delivery of any build alternative. Addressing climate change mitigation and adaptation up front in the planning process will aid decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of Proposed Project-level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because there have been more requirements set forth in California legislation and executive orders on climate change, the issue is addressed in the California Environmental Quality Act (CEQA) chapter (Chapter 4) of this environmental document and may be used to inform the NEPA decision. The four strategies set forth by the FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; these strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours traveled.

¹ = Mitigation Measure for Significant impacts under CEQA

Appendix G LIST OF ACRONYMS

°C	degrees Celsius
°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter

A

A/E	approaches/exceeds
AADT	annual average daily traffic
AADTT	annual average daily truck traffic
AAQS	Ambient Air Quality Standards
AATWG	Agency Air Technical Working Group
AB	Assembly Bill
ACEC	Area of Critical Environmental Concern
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ACS	American Community Survey
ACTA	Alameda Corridor Transportation Authority
ADA	Americans with Disabilities Act of 1990
ADL	aerially deposited lead
ADT	average daily traffic
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
AFV	alternative fuel vehicle
AJD	Approved Jurisdictional Determination
AlI-BACT	All-Best Available Control Technology
ALT	Alternative
AMECS	Advanced Maritime Emissions Control System
amsl	above mean sea level
AOC	Areas of Concern
AOI	Area of Interest
APCD	Air Pollution Control District
APD	Area of Project Disturbance
APE	Area of Potential Effects
APN	Assessor's Parcel Number
APS	Accessible Pedestrian Signal
AQ	air quality
AQ/GHG/HRA Technical Study	Air Quality, Greenhouse Gas, and Health Risk Assessment Technical Study
AQ/HRA	Air Quality and Health Risk Assessment
AQAP	Air Quality Action Plan
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
ARTBA	American Road and Transportation Builders Association
ASR	Archaeological Survey Report

AST	aboveground storage tank
ASTM	American Society of Testing and Materials
AT&T	American Telephone and Telegraph Company
AVCS	Automated Vehicle Control System
AVL	Automatic Vehicle Locator

B

BA	Biological Assessment
BACM	Best Available Control Measures
BACT	Best Available Control Technology
Basin	South Coast Air Basin
bgs	below ground surface
BLM	Bureau of Land Management
BMP	best management practice
BNSF Railroad	Burlington Northern Santa Fe Railroad
BSA	biological study area
BTU	British thermal unit
BUOW	burrowing owl

C

CA CBG	California Clean Burning Gasoline
CA FID	California Facility Inventory Database
CA LUST	California Leaking Underground Storage Tank
CA WDS	California Waste Discharge System Database
CA-7	Community Alternative 7
CAAP	(San Pedro Bay Ports) Clean Air Action Plan
CAAQS	California ambient air quality standards
CAC	Community Advisory Committee
CAFE	Corporate Average Fuel Economy
Cal/EPA	California Environmental Protection Agency
California Register	California Register of Historical Resources
Cal-IPC	California Invasive Plant Council
Cal-OSHA	California Division of Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
CALSTART	Clean Transportation Solutions
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CART	Cudahy Area Rapid Transit
CATV	cable television
CCAR GRP	California Climate Action Registry General Reporting Protocol
CCC	California Coastal Commission
CCCD	Compton Community College
CCP	Construction Contingency Plan
CCR	California Code of Regulations
CD	collector-distributor
CDFW	California Department of Fish and Wildlife

CEC	California Energy Commission
CEHAJ	Coalition for Environmental Health and Justice
CEO	Chief Executive Officer
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned List
CERFA	Community Environmental Response Facilitation Act of 1992
CESA	California Endangered Species Act
CFP	California Fully Protected
CFPD	Consolidated Fire Protection District
CFR	Code of Federal Regulations
Cfs	cubic feet per second
CGP	Construction General Permit
CH ₄	methane
CHBP	Community Health Benefit Program
CHI	chronic health index
CHMIRS	California Hazardous Material Incident Reporting System
CHP	California Highway Patrol
CIA	Community Impact Assessment
CIDH	cast-in-drilled hole
CIMP	Coordinated Integrated Monitoring Program
CISS	cast-in-steel shell
CLOMR	Conditional Letter of Map Revision
CLT	California least tern
CMP	Congestion Management Program
CNDDDB	California Natural Diversity Database
CNG	compressed natural gas
CNPS	California Native Plant Society
CNPSEI	California Native Plant Society Electronic Inventory
CO	carbon monoxide
CO Protocol	Carbon Monoxide Protocol
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CO-CAT	Coastal Ocean Climate Action Team
COCs	Contaminants of Concern
COG	Council of Governments
CORRACTS	RCRA Corrective Action Sites
Cortese	California Environmental Protection Agency Hazardous Waste and Substances Sites (List)
CPA	Consumer Power Authority
CPCN	Certificate of Public Convenience and Necessity
CPS FMP	Coastal Pelagic Species Fishery Management Plan (CPS FMP)
CPTP	Clean Port Truck Program
CPUC	California Public Utilities Commission
CSS	coastal sage scrub

CSULA	California State University, Los Angeles
CTC	County Transportation Commissions
CTP	California Transportation Plan
CUPA	Certified Unified Program Agencies
CUSD	Compton Unified School District
CWA	Clean Water Act
CZMA	Coastal Zone Management Act

D

DAC	District Advisory Commission
DASH	Dependable, Accessible, Senior and Handicapped
dB	decibel(s)
dBA	A-weighted decibel(s)
dB _{peak}	maximum or peak measured decibel level
DD	(Caltrans) Deputy Directive
DDI	diverging diamond interchange
DDT	dichlorodiphenyltrichloroethane
DIB	(Caltrans') Design Information Bulletin
DOE	United States Department of Energy
DOT	United States Department of Transportation
DP	(Caltrans) Director's Policy
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DSA	Disturbed Soil Area
DTSC	Department of Toxic Substances Control
DWP	Los Angeles Department of Water and Power

E

E85	ethanol, 85 percent
EA	Environmental Assessment
EAP	Early Action Program
EB	eastbound
EC	elemental carbon
ECR	Environmental Commitments Record
EDR	Environmental Data Resources, Inc.
EER	Energy Economy Ratio
EFH	essential fish habitat
EIA	Energy Information Administration
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMF	electromagnetic fields
EMI	Emission Inventory Data
EO	Executive Order
EPA	United States Environmental Protection Agency
ESA	Environmentally Sensitive Area
ESU	Evolutionarily Significant Unit

ETW	edge of traveled way
EVC	electric vehicle charging

F

FAST Act	Fixing America's Surface Transportation Act
FC	freight corridor
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FINDS	Facility Index Systems
FIRM	Flood Insurance Rate Map
FLPMA	Federal Land Policy and Management Act of 1976
FR	Federal Register
ft	foot/feet
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program

G

g/bhp-hr	grams per brake horsepower-hour
gal	gallon(s)
Gateway Cities COG	Gateway Cities Council of Governments
GWh	gigawatt-hours
GHG	greenhouse gases
GIS	geographic information system
GLAVCD	Greater Los Angeles County Vector Control District
GO	General Order
GP	general purpose
GPS	global positioning system
Guidelines	Section 404 (b)(1) Guidelines
GWMA	Groundwater Management Area
GWP	global warming potential

H

H ₂ S	hydrogen sulfide
HAZNET	Hazardous Waste Manifests System
HCP	Habitat Conservation Plan
HDM	Highway Design Manual
HEC-RAS	Hydrologic Engineering Center's River Analysis System
HFC-134a	1,1,1,2 –tetrafluoroethane
HFC-152a	difluoroethane
HFC-23	fluoroform
HHD	heavy-duty trucks
HIST-UST	historical underground storage tank
HMIRS	Hazardous Materials Information Resource System

HMMP	Habitat Mitigation and Monitoring Plan
HMS	Health Management Systems
HOV	high-occupancy vehicle
HPSR	Historical Property Survey Report
HRA	Health Risk Assessment
HRER	Historical Resources Evaluation Report
HUD	United States Department of Housing and Urban Development
HVAC	heating, ventilation, and air conditioning

I

I-10	Interstate 10
I-105	Interstate 105
I-110	Interstate 110
I-405	Interstate 405
I-5	Interstate 5
I-5 JPA	Interstate 5 Joint Powers Authority
I-605	Interstate 605
I-710	Interstate 710
IAH	Index for Acute Health Hazard
ICIS	Integrated Compliance Information System
ICTF	Intermodal Container Transfer Facility
IFA	Initial Feasibility Analysis
in/sec	inches per second
IP	Individual Permit
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
IRWMP	Integrated Regional Water Management Plan
ISA	Initial Site Assessment
ITS	Intelligent Transportation Systems

K

kV	kilovolt
kW	kilowatt
kWh	kilowatt-hours

L

L	long-range
LAC	Local Advisory Committee
LACDPW	Los Angeles County Department of Public Works
LACFCD	Los Angeles County Flood Control District
LACFD	Los Angeles County Fire Department
LACM	Los Angeles County Museum of Natural History
LACSD	Los Angeles County Sherriff's Department
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department

LARIO Trail	Los Angeles and Rio Hondo Trails
LAUSD	Los Angeles Unified School District
LBFD	Long Beach Fire Department
LBP	lead-based paint
LBPd	Long Beach Police Department
lbs/day	pounds per day
lbs/hr	pounds per hour
LBT	Long Beach Transit
LBVI	least Bell's vireo
LCFS	(California Air Resources Board's) Low Carbon Fuel Standard
LCP	Local Coastal Program
LDA	light-duty automobiles
LDT1	light duty trucks
LDV	light duty vehicle
LEDPA	Least Environmentally Damaging Practicable Alternative
L_{eq}	equivalent continuous noise level
$L_{eq}(h)$	hourly equivalent continuous noise level
LID	low impact development
L_{max}	maximum sound level
LNG	liquefied natural gas
LOMR	Letter of Map Revision
LOP	Letter of Permission
LOS	level of service
LOTB	log of test boring
LPA	Locally Preferred Alternative
LPG	liquefied petroleum gas
LPS	Locally Preferred Strategy
LRTP	Long-Range Transportation Plan
LUSD	Lynwood Unified School District
LUST	leaking underground storage tank

M

M	medium-range
MagLev	Magnetically Levitated Container Transport System
MAOF	Mexican American Opportunity Foundation
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MATES	Multiple Air Toxic Exposure Studies
MBTA	Migratory Bird Treaty Act
MCE	Maximum Credible Earthquake
MCL	Maximum Contaminant Level
MCS	Major Corridor Study
MEP	Maximum Extent Practicable
Metro	Los Angeles County Metropolitan Transportation Authority
mg/m ³	milligrams per cubic meter
MICR	maximum incremental cancer risk
MLD	Most Likely Descendant
MMMP	Mitigation Management and Monitoring Plan
MPMA	Marine Mammal Protection Act

MMT	million metric tons
MOE	Measures of Effectiveness
MOU	Memorandum of Understanding
mpge	mile per gallon gasoline equivalent
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	municipal separate storm sewer systems
MSAT	Mobile Source Air Toxics
MSC	Multi-Service Center for Homelessness
MTA	Metropolitan Transportation Authority
MTBE	methyl tertiary butyl ether
MW	megawatt
MWDSC	Metropolitan Water District of Southern California

N

N ₂ O	nitrous oxide
NAAQS	national ambient air quality standards
NAC	Noise Abatement Criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NATA	National Air Toxics Assessment
National Register	National Register of Historic Places
NB	northbound
NCST	National Center for Sustainable Transportation
NEPA	National Environmental Policy Act
NERC	Federal North American Electric Reliability Corporation
NES	Natural Environment Study
NHPA	National Historic Preservation Act
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO ₂	nitrogen dioxide
NOA	naturally occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NOV	Notice of Violations
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NWP	Nationwide Permit
NZE	near zero emission

O

O ₂	oxygen
O ₂ Diesel	O ₂ diesel ethanol-diesel fuel
O ₃	ozone
OCTA	Orange County Transportation Authority
OEHHA	Office of Environmental Health Hazard Assessment
OHWM	ordinary high water mark
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OSHARP	Open Space for Habitat and Recreation Plan
OSHARTM	Open Space for Habitat and Recreation Technical Memorandum
OSTP	Office of Science and Technology Policy

P

PA	Programmatic Agreement
PA&ED	Project Approval and Environmental Documentation
Pb	lead
PCB	polychlorinated biphenyl
PCE	Perchloroethylene
pces/lh/hr	passenger car equivalents per lane per hour
PCH	Pacific Coast Highway
PDT	Project Development Team
PEA	Preliminary Environmental Assessment
PID	Project Initiation Document
PM	particulate matter
PM ₁₀	particulate matter less than ten microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PMP	Paleontological Mitigation Plan
PMR	Paleontological Mitigation Report
PNA	polynuclear aromatic hydrocarbon
POAQC	Project of Air Quality Concern
POLA	Port of Los Angeles
POLB	Port of Long Beach
POM	polycyclic organic matter
Porter-Cologne Act	California Porter-Cologne Water Quality Control Act
Ports	Ports of Los Angeles and Long Beach
PPDG	Project Planning and Design Guide
Ppm	parts per million
PPP	Public-Private Partnership
PPV	peak particle velocity
PRC	Public Resources Code
Protocol	Caltrans <i>Traffic Noise Analysis Protocol</i>
PSI	Preliminary Site Investigation
PTC	Permit to Construct
PUSD	Paramount Unified School District

R

R	reverse fault
RAP	Relocation Assistance Program
RC	Resource Change
RCP	reinforced concrete pipe
RCRA	Resource Conservation and Recovery Act of 1976
RCRA-SQG	Resource Conservation and Recovery Act Small-Quantity Generator Database
RDEIR	Recirculated Draft Environmental Impact Report
RE	Resident Engineer
REC	Recognized Environmental Conditions
REEV	Range Extender Electric Vehicle
RFP	Request for Proposal
RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank
RHA	Rivers and Harbors Act of 1899
RIR	Relocation Impact Report
RLSS	right lateral strike-slip fault
RMC	Rivers and Mountains Conservancy Watershed Conservation Authority (RMC/WCA)
ROG	reactive organic gases
ROW	Right-of-way
RPM	respirable particulate matter
RSA	Resource Study Area
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RV	recreational vehicle
RW	Receiving Water
RWQCB	Regional Water Quality Control Board

S

S	short-term
SAA	Streambed Alteration Agreement
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	southbound
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCGC	Southern California Gas Company
SCH	State Clearinghouse
SCIG	Southern California International Gateway
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SDEIS	Supplemental Draft Environmental Impact Statement

SEL	Sound Exposure Level
SELAC	Southeast Los Angeles County (SCAG subregion)
SER	Standard Environmental Reference
SFNAE	Supplemental Finding of No Adverse Effect
SHOPP	(Caltrans) State Highway Operation and Protection Program
SHPO	State Historic Preservation Officer
SHS	State Highway System
SIP	State Implementation Plan
SLF	Sacred Lands File
SLIC	SWRCB Spills, Leaks, Investigations, and Cleanups
SMMRCA	Santa Monica Mountains Recreation and Conservation Authority
SNI	Substantial Noise Increase
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR-1	State Route 1 (Pacific Coast Hwy.)
SR-103	State Route 103
SR-42	State Route 42
SR-47	State Route 47
SR-60	State Route 60
SR-90	State Route 90
SR-91	State Route 91
SSP	Standard Special Provisions
SVE	soil vapor extraction
SVP	Society of Vertebrate Paleontology
SW	soundwall
SWAT	Solid Waste Assessment Test
SWDR	Storm Water Data Report
SWEEPS	Statewide Environmental Evaluation and Planning System
SWF/LF	Solid Waste Facility/Landfill
SWG	Subject Working Group
SWIS	Solid Waste Information System
SWMP	Storm Water Management Plan
SWMU	Solid Waste Management Unit
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board

T

TAC	Technical Advisory Committee
TASAS	Traffic Accident Surveillance and Analysis System
TAZ	Transportation Analysis Zones
TCE	Temporary Construction Easement
TCM	Transportation Control Measures
TCWG	Transportation Conformity Working Group
TDM	Transportation Demand Management
TDS	total dissolved solids
TEU	twenty-foot equivalent unit
THL	temporary hearing loss
TIP	Transportation Improvement Program

TMC	Transportation Management Center
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TNW	traditional navigable water
TOG	total organic gas
TRIS	Toxic Release Inventory System
trucks/ln/hr	trucks per lane per hour
TSCA	Toxic Substances Control Act
TSM	Transportation System Management
TSWG	Transportation Subject Working Groups
TTS	temporary threshold shift

U

UCD	University of California, Davis
UFP	ultrafine particulate
Unified Program	Unified Hazardous Waste and Hazardous Materials Management Regulatory Program
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UP Railroad	Union Pacific Railroad
URA	Urban Redevelopment Authority
US	United States
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROLS	Institutional Controls Sites List
US-101	United States Route 101
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGCRP	United States Global Change Research Program
USGS	United States Geological Survey
UST	underground storage tank

V

V/C ratio	volume-to-capacity ratio
VC/SCCAB	Ventura County/South Central Coast Air Basin
VCC	Visual Character Change
VCP	Voluntary Cleanup Program
VE	Viewer Exposure
VHD	vehicle hours delay
VHT	vehicle hours traveled
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
VOC	volatile organic compounds
VR	Viewer Response
VS	Viewer Sensitivity

W

WB	westbound
WCA	Watershed Conservation Authority
WDR	Waste Discharge Requirement
WDS	Waste Discharge System
WMDUS	State Waste Management Unit Database System
WPCP	Water Pollution Control Plan
WQO	Water quality objectives

Z

ZE	zero emission
ZEE	zero emission extension

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Appendix H LIST OF TECHNICAL STUDIES

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I-710 Corridor Project Final EIR/EIS

Addendum to the Air Quality, Greenhouse Gas, and Health Risk Assessment Technical Study (Ramboll-Environ, December 2020).

Air Quality, Greenhouse Gas, and Health Risk Assessment Technical Study (Ramboll-Environ, June 2017).

Archaeological Sensitivity Study for the Interstate 710 Corridor Project (Confidential Report) (LSA Associates, Inc., February 2017. Appendix to *Supplemental Archaeological Survey Report*).

Biological Assessment (LSA Associates, Inc., November 2018).

Community Impact Assessment (LSA Associates, Inc., July 2017).

Data and Key Assumptions Technical Memorandum for Goods Movement (AECOM, May 2013).

Draft Relocation Impact Report (Epic Land Solutions, Inc., March 2017).

Energy Technical Report (LSA Associates, Inc., June 2017, revised December 2020).

Finding of No Adverse Effect (GPA Consulting, July 2012).

Flood Control Facilities Report (AECOM, January 2017).

Geotechnical Final Report (URS, January 2010).

I-710 Corridor Aesthetics Master Plan (Caltrans, February 2014).

Initial Feasibility Analysis Study Report (URS, December 2008).

Initial Site Assessment (AECOM, February 2017).

Intersection Traffic Impact Analysis Report (AECOM, March 2017).

Jurisdictional Delineation Report (LSA Associates, Inc., May 2012. Appendix to *Natural Environment Study*).

Natural Environment Study (LSA Associates, Inc., June 2017).

Noise Abatement Decision Report (Caltrans, June 2017).

Noise Study Report (Caltrans, May 2016).

North Utility Study Final Draft Preliminary Strategies Report (HDR, September 2016).

Paleontological Resources Identification and Evaluation Report (LSA Associates, Inc., June 2017).

Preliminary On-Site Hydrology Report (AECOM, December 2016).

Project-Level Programmatic Agreement (June 2019)

Railroad Goods Movement Study Technical Memorandum (URS and Cambridge Systematics, February 2009).

Second Supplemental Historic Properties Survey Report (September 2018)

South End Utility Study (AECOM, November 2016).

Storm Water Data Report (SWDR) (AECOM, January 2017).

Supplemental Archaeological Survey Report (Confidential Report) (LSA Associates, Inc., April 2017).

Supplemental Finding of Effect (October 2018)

Supplemental Historic Property Survey Report (GPA Consulting, April 2017).

Supplemental Historical Resources Evaluation Report (GPA Consulting, April 2017).

Supplemental Initial Site Assessment (AECOM, February 2019).

Traffic Operations Analysis Report (AECOM, March 2017).

Travel Demand Modeling Methodology (Cambridge Systematics, June 2017).

Utility Relocation Strategies Report, Central Segment (Mark Thomas & Company, June 2016).

Visual Impact Assessment (Tatsumi and Partners, Inc., February 2017).

Water Quality Assessment Report (Civil Works Engineers, Inc., March 2017).

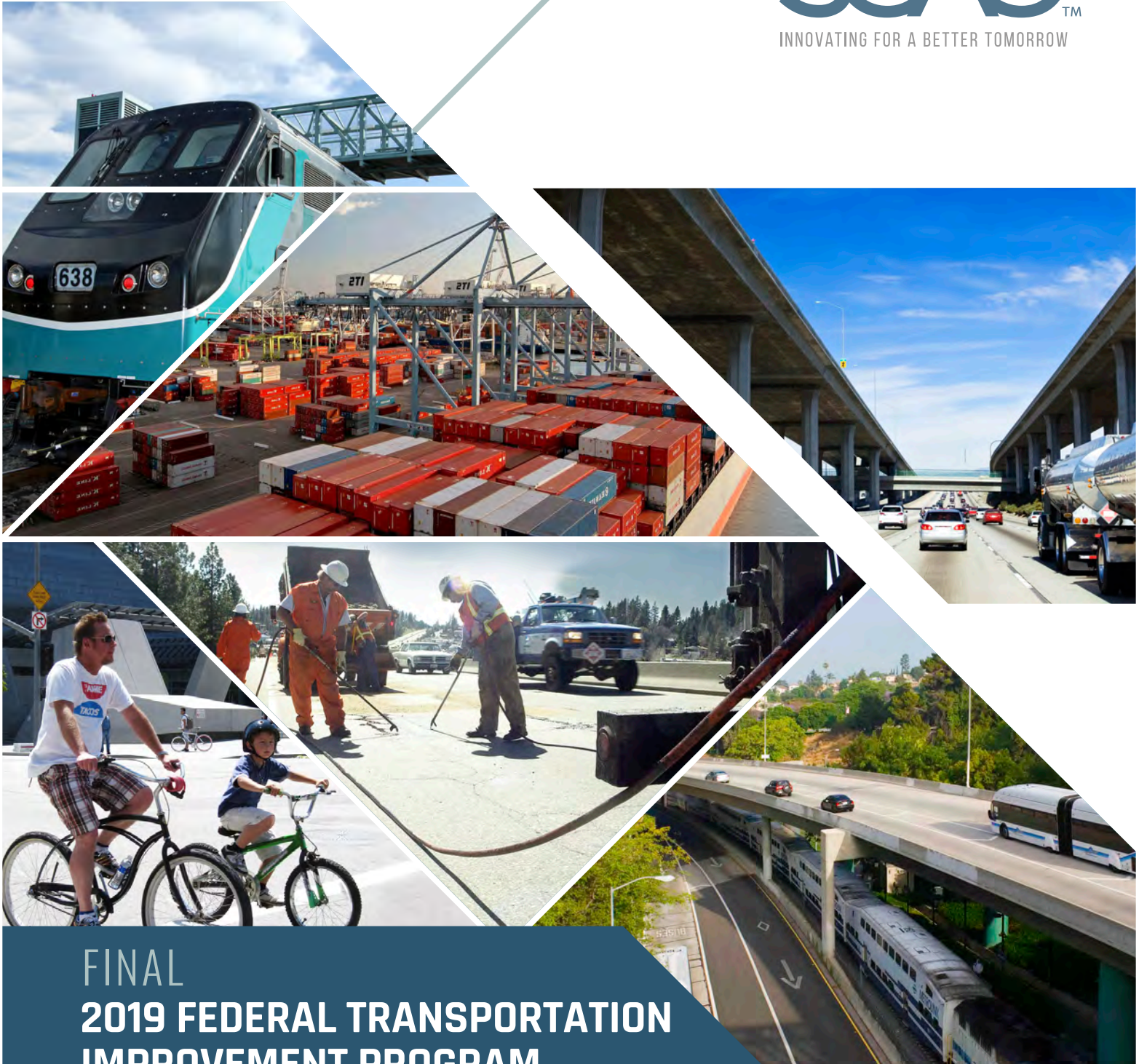
**Appendix I FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM/REGIONAL
TRANSPORTATION PLAN**

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SCAGTM

INNOVATING FOR A BETTER TOMORROW



FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT LISTING VOLUME III OF III - PART A

FY 2018/19 - 2023/24
September 2018

Final 2019 Federal Transportation Improvement Program

100% Prior Years
Los Angeles County Project Listing
Local Highway, State Highway, Transit
(in \$000's)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
LA0G1138	Los Angeles	SCAB		LA990921	PLN40	710	4.9	24.9	S	EXEMPT - 93.126	0
Description:							PTC	9,000	Agency	LOS ANGELES COUNTY MTA	

Improvements to I-710 Soundwalls. The purpose of this project is to mitigate noise levels and provide aesthetic treatments on the 710 soundwalls.

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
MEASURE R 20H - HIGHWAY CAPITAL	9,000			9,000	9,000							9,000
LA0G1138 Total	9,000			9,000	9,000							9,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
LA0B952	Los Angeles	SCAB		LA0B952	PLN40	710	5	25	S	EXEMPT - 93.126	0
Description:							PTC	56,500	Agency	LOS ANGELES COUNTY MTA	

Route 710: Reconstruct I-710 Interchanges at I-5, at I-405, at SR 91, and at I-105. As part of the I-710 Corridor Program proposing 4 truck lanes (ports-rail yards), 10 general lanes (port-SR-60)(ISTEA ID # 37)(SAFTEA-LU 3773). (see additional description in the general comments section)

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
DEMO - ISTEA	570			570	570							570
DEMO-SAFETEA-LU	5,500			5,500	5,500							5,500
GENERAL FUNDS	2,000			2,000	2,000							2,000
LOCAL TRANS FUNDS	1,000			1,000	1,000							1,000
MEASURE R 20H - HIGHWAY CAPITAL	16,000			16,000	16,000							16,000
PROP "C25" FUNDS	4,430			4,430	4,430							4,430
PORT FUNDS	10,000			10,000	10,000							10,000
PRIVATE FUNDS	2,000			2,000	2,000							2,000
STATE CASH - IIP	10,000			10,000	10,000							10,000
STATE CASH - RIP	5,000			5,000	5,000							5,000
LA0B952 Total	56,500			56,500	56,500							56,500

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
LA996143	Los Angeles	SCAB		LA996143	NCR31	710	5.5	6.8	S	EXEMPT - 93.126	0
Description:							PTC	7,496	Agency	CALTRANS	

Route 710: RTE 710 PCH TO DOWNTOWN L.B., PAVEMENT RECON, MEDIAN, LANDSCAPING IMPROVE (EA 2203U, 23640, PPNO: 2945,3248)

Fund	ENG	R/W	CON	Total	Prior	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total
STP LOCAL - REGIONAL			5,400	5,400	5,400							5,400
CITY FUNDS			500	500	500							500
PROP "C25" FUNDS	766		830	1,596	1,596							1,596
LA996143 Total	766		6,730	7,496	7,496							7,496

2019 Federal Transportation Improvement Program Consistency Amendment #19-12 to the 2020 Connnect SoCal (2020 RTP/SCS) Los Angeles County MTA Comparison Report (In \$000's)																									
										DEMOSTL	'PRIOR	5,500	0	0	5,500										
										DEMISTE	'	570	0	0	570										
										DEMISTE	'PRIOR	570	0	0	570										
Agency: LOS ANGELES COUNTY MTA										Project TOTALS:		56,500	0	0	56,500	56,500	0	0	0	0	0	0			
Route 710: Reconstruct I-710 Interchanges at I-5, at I-405, at SR 91, and at I-105. As part of of the I-710 Corridor Program proposing 4 truck lanes (ports-rail yards), 10 general lanes (port-SR-60)(ISTEA ID # 37)(SAFTEA-LU 3773). (see additional description in the general comments section)																									
Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PME																
Los Angeles	State Hwy	LA0B952	LA0B952	19-12	19	CAX63	710	5	25	Fund	Fiscal Year	ENG	ROW	CON	Fund Total	Total	Proje	Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	
										STCASHR	'	5,000	0	0	5,000										
										STCASHR	'PRIOR	5,000	0	0	5,000										
										STCASHI	'	10,000	0	0	10,000										
										STCASHI	'PRIOR	10,000	0	0	10,000										
										PVT	'	2,000	0	0	2,000										
										PVT	'PRIOR	2,000	0	0	2,000										
										PORT	'	10,000	0	0	10,000										
										PORT	'PRIOR	10,000	0	0	10,000										
										PC25	'	4,430	0	0	4,430										
										PC25	'PRIOR	4,430	0	0	4,430										
										MR20H	'	57,108	0	0	57,108										
										MR20H	'PRIOR	49,133	0	0	49,133										
										MR20H	'18/19	7,975	0	0	7,975										
										LTF	'	1,000	0	0	1,000										
										LTF	'PRIOR	1,000	0	0	1,000										
										GEN	'	2,000	0	0	2,000										
										GEN	'PRIOR	2,000	0	0	2,000										
										DEMOSTL	'	5,500	0	0	5,500										
										DEMOSTL	'PRIOR	5,500	0	0	5,500										
										DEMISTE	'	570	0	0	570										
										DEMISTE	'PRIOR	570	0	0	570										
Agency: LOS ANGELES COUNTY MTA										Project TOTALS:		97,608	0	0	97,608	89,633	7,975	0	0	0	0	0			
Add 1 mixed flow lane in each direction between Shoreline Dr and SR-91 and between I-105 and SR-60; add 2 truck lanes in each direction between Willow St and Del Amo Blvd; and improve interchanges between Ocean Blvd in Long Beach and SR-60 in East Los Angeles.																									
Pct_Change		+0%		Cost_Difference		+\$0		Status		Programmed															
Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PME																
Los Angeles	State Hwy	LA0D442	LA0D442	19-00	9	CAX63	605	15.7	17.3	Fund	Fiscal Year	ENG	ROW	CON	Fund Total	Total	Proje	Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	
										MEA_R	'	11,000	0	42,000	53,000										
										MEA_R	'PRIOR	11,000	0	0	11,000										
										MEA_R	'18/19	0	0	42,000	42,000										
Agency: LOS ANGELES COUNTY MTA										Project TOTALS:		11,000	0	42,000	53,000	11,000	42,000	0	0	0	0	0			
The project involves construction of the SB I-605 auxiliary lane from Rose Hill Road to SR 60 and the replacement of the I-605 OC at Peck Road. Additionally, the project also features construction of a roundabout between Rooks Rd. and Sports Arena Dr. to connect Peck Road and proposed hook ramps.																									
Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PME																
Los Angeles	State Hwy	LA0D442	LA0D442	19-12	10	CAX63	605	15.7	17.3	Fund	Fiscal Year	ENG	ROW	CON	Fund Total	Total	Proje	Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	
										MEA_R	'	0	0	0	0										
										MEA_R	'PRIOR	0	0	0	0										
										MEA_R	'18/19	0	0	0	0										
Agency: LOS ANGELES COUNTY MTA										Project TOTALS:		0	0	0	0	0	0	0	0	0	0				
The project involves construction of the SB I-605 auxiliary lane from Rose Hill Road to SR 60 and the replacement of the I-605 OC at Peck Road. Additionally, the project also features construction of a roundabout between Rooks Rd. and Sports Arena Dr. to connect Peck Road and proposed hook ramps.																									
SCAG Change Reason		Delete project																							
Pct_Change		-100%		Cost_Difference		-\$53,000		Status		Programmed															
Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PME																
Los Angeles	State Hwy	REG0703	LA0G1115	19-00	4	PLN40	605	14.07	21.2	Fund	Fiscal Year	ENG	ROW	CON	Fund Total	Total	Proje	Prior	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	
										MR20H	'18/19	8,800	0	0	8,800										



THE **2016–2040** REGIONAL TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY

A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life

FINAL AMENDMENT #3

INCLUDING THE
2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT # 19-00

SEPTEMBER 6, 2018

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
6	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1C0401	STATE HIGHWAY	I-710	EXISTING: I-710 SOUTH CORRIDOR PROJECT REVISED: I-710 CORRIDOR CAPACITY ENHANCEMENT - ADD 1 MIXED FLOW LANE IN EACH DIRECTION BETWEEN SHORELINE DR AND SR-91 AND BETWEEN I-105 AND SR-60; ADD 2 TRUCK LANES IN EACH DIRECTION BETWEEN WILLOW ST AND DEL AMO BLVD; AND IMPROVE INTERCHANGES BETWEEN OCEAN BLVD IN LONG BEACH AND SR-60 IN EAST LOS ANGELES	2040	EXISTING: \$7,196,700 REVISED: \$6,000,000	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST
7	LOS ANGELES	LOS ANGELES COUNTY MTA (METRO)	1162T020	TRANSIT	ORANGE LINE BRT	ORANGE LINE BRT IMPROVEMENTS	2025	\$321,400	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED ADDITIONAL MODELING DETAILS AS FOLLOWS: OXNARD/SEPULVEDA AND OXNARD/VAN NUYS STATIONS TO BE ABOVE GRADE AFTER IMPROVEMENTS; ALL OTHER REMAIN AT GRADE.
8	LOS ANGELES	PORT OF LOS ANGELES	1160002	LOCAL HIGHWAY	--	PROJECT ENTAILS REALIGNMENT OF TWO MAJOR ARTERIALS IN SAN PEDRO, RESULTING IN NEW/IMPROVED INTERSECTIONS OF EAST-WEST COLLECTOR STREETS SERVING DOWNTOWN SAN PEDRO, THE U.S. IOWA, THE WORLD CRUISE CENTER, AND THE PORTS 'O CALL. THE PROJECT INCLUDES A RECONFIGURED INTERSECTION AT THE JUNCTION OF HARBOR BLVD, SAMPSON WAY, AND 7TH STREET. WORK INCLUDES RETAINING WALL, STREET WORK, GRADING, PAVING, LIGHTING, RESTRIPIING AND A NEW SIGNALIZED INTERSECTION.	2018	\$13,600	RTP PROJECT COST REMOVED.	PROJECT COMPLETED

FINAL 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

TECHNICAL APPENDIX

VOLUME III OF III | PART A



October, 2022

2023 Federal Transportation Improvement Program
Los Angeles County
State Highway - Project Listing
Including Amendments 1 - 12
(In \$000's)

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
LA0G1679	Los Angeles A, City of	Los Angeles	EXEMPT/ MODELED	SCAB	\$5,000	1163S012	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
PLN40 - PLANNING		From N/A to N/A Post Miles: Begin 7.83 End 8.33			YES	23-03	

DESCRIPTION

Planning, Design and preliminary engineering of on/off ramp system at intersection of I-10 and Robertson/National Blvd.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>22/23</u>	<u>23/24</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	DEMOSTL - Demonstration -	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
PE	LTF - Local Transportation	\$2,500	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
TOTAL	TOTAL	\$4,500	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
LARE1701A	Los Angeles A, City of	Los Angeles	TCM Committed	SCAB	\$2,320	1O1012	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
ITS09 - RAMP METERING SYSTEMS		From I-10 to SR-101 Post Miles: Begin 0.00 End 9.00				23-00	

DESCRIPTION

Implementing Dynamic Corridor Ramp Metering System (DCRMS) in I-405 Sepulveda Pass Corridor (Interstate 405 from I-10 to SR101), a system-wide adaptive ramp metering strategy which simultaneously coordinates with arterial traffic signal operation. The system will dynamically adjust traffic according to current capacity restrictions caused by incidents or recurrent congestion. Improve traffic movement and access to freeway and major arterial including transit operation.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>22/23</u>	<u>23/24</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	PC25 - 2016 Earmark Repurposing	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
ROW	PC25 - 2016 Earmark Repurposing	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
CON	PC25 - 2016 Earmark Repurposing	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$700
TOTAL	TOTAL	\$1,620	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$2,320

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
LA9919085	Los Angeles County	Los Angeles	EXEMPT - 93.126	SCAB	\$3,044	1AL04	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCR42 - SOUND WALLS		From Pennsylvania Avenue to Waltonia Drive Post Miles: Begin 18.55 End 16.80				23-00	

DESCRIPTION

Install Soundwalls along Interstate 210 freeway in the unincorporated area of La Crescenta. Soundwalls are proposed on both the eastbound and westbound directions of the freeway.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>22/23</u>	<u>23/24</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	MR20H - Measure R 20% Highway	\$0	\$260	\$640	\$640	\$0	\$0	\$0	\$0	\$1,540
ROW	MR20H - Measure R 20% Highway	\$0	\$300	\$602	\$602	\$0	\$0	\$0	\$0	\$1,504
TOTAL	TOTAL	\$0	\$560	\$1,242	\$1,242	\$0	\$0	\$0	\$0	\$3,044

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
LA0B952	Los Angeles County MTA	Los Angeles	NON-EXEMPT	SCAB	\$147,011	LA0B952	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS		From Pico/Anaheim to SR-60 Post Miles: Begin 5.00 End 25.00			YES	23-00	

DESCRIPTION

Add 1 mixed flow lane in each direction between Shoreline Dr and SR-91 and between I-105 and SR-60; add 2 truck lanes in each direction between Willow St and Del Amo Blvd; and improve interchanges between Ocean Blvd in Long Beach and SR-60 in East Los Angeles.

THE 2020-2045 REGIONAL TRANSPORTATION PLAN/
SUSTAINABLE COMMUNITIES STRATEGY OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



AMENDMENT #3
INCLUDING THE
2023 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM
CONSISTENCY AMENDMENT #23-03

ADOPTED JUNE 1, 2023

TABLE 2 Financially-Constrained RTP/SCS Projects – Continued

System	Lead Agency	RTP ID	Route #	Route Name	From	To	Description	Completion Year	Project Cost (\$1,000's)
County: Los Angeles									
STATE HIGHWAY	LAS VIRGENES MALIBU COUNCIL OF GOVERNMENTS (LVMCOG)	1162S014		VARIOUS			HIGHWAY EFFICIENCY PROGRAM (LAS VIRGENES MALIBU)	2032	\$191,649
STATE HIGHWAY	LONG BEACH	LA000512-LA000512	710		I-710	SR 47	BRIDGE NO. 53C0065, OCEAN BLVD, OVER ENTRANCE CHANNEL, UP RR, 1.0 MI E STATE ROUTE 47. REPLACE EXISTING 5 LANE GERALD DESMOND BRIDGE (GDB) WITH NEW 6 LANE BRIDGE.	2019	\$1,491,981
STATE HIGHWAY	LONG BEACH	LA990921-LA0G1315	605				NORTHBOUND I-605 AT SPRING STREET SOUNDWALL CONSTRUCTION (800 LF).	2019	\$250
STATE HIGHWAY	LOS ANGELES COUNTY	LA0C8099-LA0C8099	126				ROUTE 126: SR-126/COMMERCE CTR DR NEW IC. CONSTRUCT A PARTIAL CLOVERLEAF, GRADE SEPARATED IC AND WIDEN ST 126 FROM .76 KM EAST OF IC TO .85 KM WEST 4-6 LANES. (2001 CFP 8099) (PPNO 3118)	2020	\$56,834
STATE HIGHWAY	LOS ANGELES COUNTY MTA	1163S013-LA0G1563	91		CENTRAL AVE	ACACIA BLVD	ADD AUXILIARY LANE BETWEEN GORE POINTS, IMPROVING INTERCHANGES WESTBOUND FROM ACACIA AVENUE TO CENTRAL AVENUE. PROJECT SCOPE INCLUDES FTIP PROJECTS LA0G1454 AND LA0G1455.	2024	\$180,000
STATE HIGHWAY	LOS ANGELES COUNTY MTA	1163S014-LA0G1562	405				ADD AUXILIARY LANES ALONG I-405 NORTHBOUND AND SOUTHBOUND BETWEEN ARTESIA BLVD AND EL SEGUNDO TO ALLEVIATE CONGESTION AND IMPROVE OPERATIONS.	2026	\$70,000
STATE HIGHWAY	LOS ANGELES COUNTY MTA	18790-18790	710				ROUTE 710: STUDY TO PERFORM ALTERNATIVE ANALYSIS, ENGINEERING AND ENVIRONMENTAL STUDIES TO CLOSE 710 FREEWAY GAP. (EA # 187901, PPN0# 2215)	2025	\$70,454
STATE HIGHWAY	LOS ANGELES COUNTY MTA	1AL04-LA0G1456	60				SR-60/7TH AVENUE INTERCHANGE IMPROVEMENT PROJECT	2023	\$23,075
STATE HIGHWAY	LOS ANGELES COUNTY MTA	7120013-LA0G1324	105				ROUTE 105: IN LOS ANGELES COUNTY, IN VARIOUS CITIES, BETWEEN IMPERIAL HWY AND I-605, PREPARATION OF PROJECT APPROVAL/ ENVIRONMENTAL DOCUMENT FOR POTENTIAL IMPLEMENTATION OF EXPRESS LANES [EA 31450 (PA/ED ONLY)	2021	\$8,262
STATE HIGHWAY	LOS ANGELES COUNTY MTA	LA0B952	710	I-710	PICO/ANAHEIM	SR-60	I-710 CORRIDOR CAPACITY ENHANCEMENT - ADD 1 MIXED FLOW LANE IN EACH DIRECTION BETWEEN SHORELINE DR AND SR-91 AND BETWEEN I-105 AND SR-60; ADD 2 TRUCK LANES IN EACH DIRECTION BETWEEN WILLOW ST AND DEL AMO BLVD; AND IMPROVE INTERCHANGES BETWEEN OCEAN BLVD IN LONG BEACH AND SR-60 IN EAST LOS ANGELES	2035	\$5,941,000

Appendix J COMMENTS AND COORDINATION

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The following documents are included in Appendix J:

1. Notice of Availability Federal Register publication (Vol. 77, Issue No. 124. June 27, 2012. Federal Register)
2. Notice of Availability (Letter dated June 29, 2012)
3. Notice of Availability (English language text)
4. Notice of Availability (Spanish language text)
5. Notice of Availability Comment Period Extension Letter (Letter dated August 8, 2012)
6. Notice of Future Recirculation of the environmental document (RDEIR/SDEIS) (Notice dated March 15, 2013)
7. Caltrans Response to EPA regarding April 16, 2014 Teleconference (Caltrans response dated May 13, 2014)
8. Air Quality, Greenhouse Gas, and Health Risk Assessment (AQ/GHG/HRA) Revised Protocol for the RDEIR/SDEIS (dated October 2015)
9. Letters submitted by Caltrans to cooperating and participating agencies requesting review of the project (Caltrans' letters dated June 16, 2015)
10. Los Angeles County Department of Public Works response to Caltrans June 16, 2015 Letter (Los Angeles County Department of Public Works response dated July 15, 2015)
11. Los Angeles Sanitation Districts responses to Caltrans June 16, 2015 Letter (Los Angeles Sanitation Districts responses dated July 27, 2015)
12. Environmental Protection Agency (EPA) response to Caltrans June 16, 2015 Letter (EPA's response dated July 29, 2015)
13. South Coast Air Quality Management District (SCAQMD) response to Caltrans October 2015 Draft AQ/HRA Revised Protocol (SCAQMD's response dated November 13, 2015)
14. EPA response to Caltrans October 2015 Draft AQ/HRA Revised Protocol (EPA's response dated November 13, 2015)
15. EPA Response to Caltrans Response to Comments dated February 5, 2016 (EPA response dated April 18, 2016).

16. Caltrans' Response to EPA's Letters dated November 13, 2015 and April 18, 2016, responding to comments received on the draft AQ/HRA Revised Protocol (Caltrans' response dated May 19, 2016).
17. SHPO Determination of Eligibility for the Proposed Interstate 710 Corridor Project between Ocean Boulevard and the State Route 60 Interchange, Los Angeles County, CA dated June 1, 2017.
18. Notice of Availability of the RDEIR/SDEIS (English language text)
19. Notice of Availability of the RDEIR/SDEIS (Spanish language text)
20. Letter regarding extended comment period, dated September 11, 2017
21. I-710 South Corridor Project Locally Preferred Alternative Recommendation powerpoint presentation to the Metro Board of Directors, dated March 1, 2018.
22. SHPO and Caltrans communication regarding Los Angeles River Flood Control Channel dated December 4, 2018.
23. SHPO Finding of Effect for the Proposed Interstate 710 Corridor Project between Ocean Boulevard and the State Route 60 Interchange, Los Angeles County, CA, dated December 20, 2018.
24. National Marine Fisheries Service communication with Caltrans regarding questions about the I-710 Corridor Biological Assessment, dated December 26, 2018.
25. United States Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Services, West Coast Region Endangered Species Act Section 7(a)(2) Concurrence Letter for the Interstate 710 Corridor Project, dated February 19, 2019.
26. United States Fish and Wildlife Service communication with Caltrans regarding De Forest Park and riparian habitat, dated February 19, 2019.
27. Tongva Ancestral Territorial Tribal Nation communication with Caltrans regarding the I-710 Corridor Programmatic Agreement, dated February 21, 2019.
28. Gabrieleño Band of Mission Indians Kizh Nation communication with Caltrans regarding the I-710 Corridor Programmatic Agreement, dated February 22, 2019.
29. Caltrans letter to SHPO for transmittal of the Draft Project-level Programmatic Agreement, dated March 1, 2019.

30. United States Fish and Wildlife Service informal Section 7 consultation and concurrence letter, dated May 2, 2019.
31. Project-level Programmatic Agreement signed by SHPO [signature page included], dated June 6, 2019.
32. United States Fish and Wildlife Service reinitiation of consultation to amend informal Section 7 consultation and concurrence letter, dated August 20, 2019.
33. United States Fish and Wildlife Service species list for the I-710 Corridor Project, dated January 25, 2021.
34. California Department of Fish and Wildlife California Natural Diversity Database species list, dated January 27, 2021.
35. California Native Plant Society Inventory of Rare and Endangered Plants, dated January 27, 2021.
36. National Oceanic and Atmospheric Administration Fisheries California Species list for the I-710 Corridor Project, dated January 27, 2021.

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comment on the request to release property at the Raleigh County Memorial Airport, Beckley, WV. Under the provisions of AIR 21 (49 U.S.C. 47108(h)(2)).

The Raleigh County Memorial Airport is proposing the release of approximately 549.6 acres of a 'surface rights only' release to be sold and land then placed in a Conservation Easement with restriction of no future development. The release and sale of this property will allow the Sponsor to take advantage of un-useable land and use the proceeds for that sale, for the future development of the airport.

Issued in Beckley, West Virginia on May 3, 2012.

Matthew P. DiGiulian,

Manager, Beckley Airport Field Office, Eastern Region.

[FR Doc. 2012-15616 Filed 6-26-12; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Availability of the Draft Environmental Impact Statement: Los Angeles County, CA

AGENCY: Federal Highway Administration (FHWA).

ACTION: Notice of Availability of the Draft Environmental Impact Statement.

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), announces the availability of the Draft Environmental Impact Statement for a proposed highway project in Los Angeles County, California.

DATES: Public hearings for the Draft Environmental Impact Statement will be held at the dates and locations provided below:

- Tuesday, August 7, 2012 (6:00 p.m. to 9:00 p.m.)—Progress Park, 15500 Downey Ave., Paramount, California 90723
- Wednesday, August 8, 2012 (6:00 p.m. to 9:00 p.m.)—Silverado Park Community Center, 1545 W. 31st St., Long Beach, CA 90810
- Thursday, August 9, 2012 (4:00 p.m. to 8:00 p.m.)—Rosewood Park, 5600 Harbor St., Commerce, CA 90040

ADDRESSES: The Draft Environmental Impact Statement is available for review at the following locations:

- California Department of Transportation (Caltrans) District 7 Office, 100 South Main Street, Los Angeles, CA 90012 on weekdays from 9 a.m. to 3 p.m.

- Metro—Dorothy Peyton Grey Transportation Library, One Gateway Plaza, Los Angeles, CA 90012, Monday–Thursday 9 a.m. to 4 p.m., or Friday by appointment.

- Gateway Cities Council of Governments, 16401 Paramount Blvd., Paramount, CA 90723 on weekdays from 9 a.m. to 4pm.

- City of Commerce Public Library—Bristow Park Branch—1466 S.

- County of Los Angeles Public Library—Hollydale Library—12000 S. Garfield Ave., South Gate, CA 90280

- County of Los Angeles Public Library—East Rancho Dominguez Library—4205 E. Compton Blvd., Compton CA 90221

- Long Beach Public Library—Main Library—101 Pacific Ave., Long Beach, CA 90822

- Long Beach Public Library Bret Harte Library—1595 W. Willow St., Long Beach, CA 90810

The Draft Environmental Impact Statement is also available at <http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

FOR FURTHER INFORMATION CONTACT:

Ronald Kosinski, Deputy District Director, Environmental Planning, Caltrans, District 7, 100 South Main Street, Los Angeles, California, 90012, (213) 897-0703.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the FHWA assigned and Caltrans assumed environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans as the delegated National Environmental Policy Act (NEPA) agency has prepared a Draft EIS on a proposal for a highway improvement project on Interstate 710 in Los Angeles County, California. The Interstate 710 Corridor Project proposes to improve Interstate 710 (I-710) in Los Angeles County. The I-710 Corridor Project proposes to widen existing I-710 from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles, a distance of approximately 18 miles. The proposed project also includes improvements to the interchanges of I-710 with I-405, SR-91, and I-5, as well as the I-710 interchanges with local arterial streets throughout the project limits.

The alternatives evaluated in the Draft Environmental Impact Statement are four Build Alternatives and a No Build Alternative. Alternative 5A proposes to widen the I-710 mainline from six or eight general purpose lanes to ten general purpose lanes. This alternative will modernize the design at the I-405, SR-91 and a portion of the I-5 interchanges, modernize and

reconfigure local arterial interchanges throughout the I-710 corridor, modify freeway access at various locations, and shift the I-710 centerline at various locations to reduce right-of-way impacts. In addition to improvements to the I-710 mainline and the interchanges, Alternative 5A also includes TSM/TDM, Transit, and Intelligent Transportation Systems (ITS) improvements; improvements to 42 local arterial intersections within the I-710 Corridor; aesthetic enhancements; and, drainage and water quality improvement design features. Alternative 6A includes all the components of Alternative 5A described above. In addition, this alternative includes a separated four-lane freight corridor from Ocean Boulevard northerly to its terminus near the intermodal rail yards in the city of Commerce, with limited access near I-405 and at SR-91. The freight corridor would be built to Caltrans highway design standards and would be restricted to the exclusive use of heavy-duty trucks (5+ axles). Alternative 6B includes all the components of Alternative 6A as described above, but would restrict the use of the freight corridor to zero-emission trucks rather than conventional trucks. Alternative 6C includes all the components of Alternative 6B as described above, but would toll trucks using the freight corridor. Alternative 1 (No Build) would maintain the current configuration and capacity of the existing I-710 freeway. The Notice of Intent was published in the **Federal Register** on August 20, 2008. Anticipated federal approvals include: Modified Access Report to the Interstate System, Air Quality Conformity, Section 7 consultation for Threatened and Endangered Species, and a Section 404 permit.

(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.)

Issued on: June 21, 2012.

Matthew Schmitz,

Director, State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. 2012-15641 Filed 6-26-12; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

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



*Flex your power!
Be Energy efficient!*

June 29, 2012

Agencies, Organizations, and
Individuals Interested in the
Interstate 710 Corridor Project

File: 07-LA-710-PM
4.9/24.9
I-710 Corridor Project

Notice of Public Hearings and Availability of Environmental Impact Report/Statement

The California Department of Transportation, in cooperation with the Los Angeles County Metropolitan Transportation Authority, the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the I-5 Joint Powers Authority have completed the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-710 Corridor Project. The proposed project would improve I-710, also referred to as the Long Beach Freeway, in Los Angeles County between Ocean Blvd. and State Route 60 (SR-60).

Three public hearings will be held to provide you an opportunity to obtain first-hand project information and to express your comments and concerns about the proposed project. The public hearings are scheduled on August 7, 8, and 9, 2012 at the following locations:

- August 7 (6:00 p.m. to 9:00 p.m.) - Progress Park, 15500 Downey Ave., Paramount, CA 90723
- August 8 (6:00 p.m. to 9:00 p.m.) - Silverado Park Community Center, 1545 W. 31st St., Long Beach, CA 90810
- August 9 (4:00 p.m. to 8:00 p.m.) - Rosewood Park, 5600 Harbor St., Commerce, CA 90040

These meetings will start with an open house for review of project exhibits where project team members will be available to answer individual questions. The open house will be followed by a brief presentation and then an opportunity will be provided for individuals to speak and provide formal comments.

In an effort to save paper, the Draft EIR/EIS is being sent to you on CD. A hard copy of the entire document may also be viewed at the following locations:

- California Department of Transportation (Caltrans) District 7 Office - 100 South Main St., Los Angeles, CA 90012 on weekdays from 9 am to 3 pm.
- Metro - Dorothy Peyton Grey Transportation Library - One Gateway Plaza, Los Angeles, CA 90012, Monday - Thursday 9 am to 4 pm, or Friday by appointment.

- Gateway Cities Council of Governments - 16401 Paramount Blvd., Paramount, California 90723, on weekdays from 9 am to 4 pm.
- City of Commerce Public Library – Bristow Park Branch - 1466 S. McDonnell Ave., Commerce, CA 90040
- County of Los Angeles Public Library - Hollydale Library – 12000 S. Garfield Ave., South Gate, CA 90280
- County of Los Angeles Public Library - East Rancho Dominguez Library – 4205 E. Compton Blvd., Compton CA 90221
- Long Beach Public Library – Main Library - 101 Pacific Ave., Long Beach, CA 90822
- Long Beach Public Library – Bret Harte Library – 1595 W. Willow St., Long Beach, CA 90810

The Draft EIR/EIS may also be viewed on the following website:
<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

It may be helpful for you to view the project plans that will be on display at the Public Hearings to clarify any questions you may have about the alternatives. Written comments on the Draft EIR/EIS must be submitted by August 29, 2012.

Please send your comments to:

Ronald Kosinski
 Caltrans District 7, Division of Environmental Planning
 100 South Main Street, MS 16A
 Los Angeles, CA 90012

If you have any questions, please contact Garrett Damrath at (213) 897-9016. Thank you for your interest in this important transportation study.

Sincerely,



RONALD KOSINSKI

Deputy District Director, Environmental Planning
 Caltrans District 7

Enclosure

PUBLIC NOTICE

Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Available for the Interstate-710 (I-710) Corridor Project Announcement of Public Hearings

WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the Interstate 5 Joint Powers Authority, are proposing to improve Interstate 710 (I-710) in Los Angeles County between Ocean Blvd. and State Route 60 (SR-60). Major features include widening I-710 up to ten general purpose lanes (five lanes in each direction), modernize and reconfigure the I-405, SR-91 and a portion of the I-5 interchanges with I-710, modernize and reconfigure most local arterial interchanges along I-710, and provision of a separated four-lane freight corridor to be used by conventional or zero-emission trucks.

WHY THIS NOTICE?

Caltrans has studied the potential effects this project may have on the environment. The study that explains these findings is called a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) which has recently been approved for public circulation.

YOU ARE INVITED

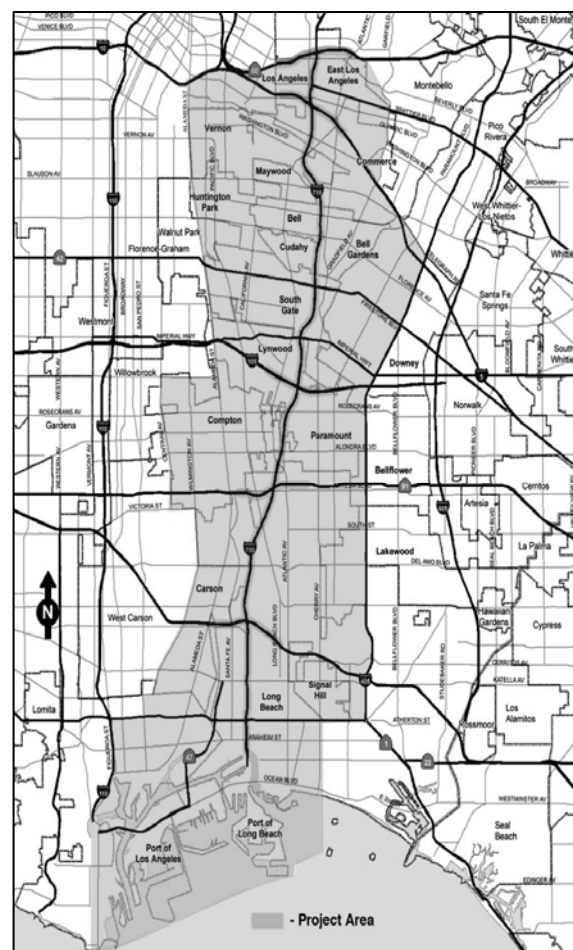
Public hearings will be held at the dates and locations provided below

- Tuesday August 7, 2012 (6:00 p.m. to 9:00 p.m.) – Progress Park, 15500 Downey Ave., Paramount, CA 90723
- Wednesday August 8, 2012 (6:00 p.m. to 9:00 p.m.) – Silverado Park Community Center, 1545 W. 31st St., Long Beach, CA 90810
- Thursday August 9, 2012 (4:00 p.m. to 8:00 p.m.) – Rosewood Park, 5600 Harbor St., Commerce, CA 90040

WHAT IS AVAILABLE?

Copies of the Draft EIR/EIS are available for review at the following locations:

- Caltrans District 7 Office, 100 South Main Street, Los Angeles, CA 90012 on weekdays from 9 am to 3 pm.
- Metro – Dorothy Peyton Grey Transportation Library, One Gateway Plaza, Los Angeles, CA 90012, Monday – Thursday 9 am to 4pm, or Friday by appointment.
- Gateway Cities Council of Governments, 16401 Paramount Blvd., Paramount, CA 90723 on weekdays from 9 am to 4 pm.
- City of Commerce Public Library – Bristow Park Branch – 1466 S. McDonnell Ave., Commerce, CA 90040
- County of Los Angeles Public Library – Hollydale Library – 12000 S. Garfield Ave., South Gate, CA 90280
- County of Los Angeles Public Library – East Rancho Dominguez Library – 4205 E. Compton Blvd., Compton CA 90221
- Long Beach Public Library – Main Library – 101 Pacific Ave., Long Beach, CA 90822
- Long Beach Public Library – Bret Harte Library – 1595 W. Willow St., Long Beach, CA 90810



Mobility. Environment. Community. Economy. Technology.



I-710 Corridor Project EIR/EIS

metro.net

Electronic versions of the Draft EIR/EIS on compact discs are available for review at public libraries throughout the I-710 Corridor. The Draft EIR/EIS may also be viewed online at:
<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

WHERE YOU COME IN

Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the Draft EIR/EIS, you may submit your written comments until **August 29, 2012** to:

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

or send an e-mail through the project website at

<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

CONTACT/SPECIAL ACCOMMODATIONS

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 7, Attn: Garrett Damrath at (213) 897-9016 at least 21 days prior to the scheduled public hearings. TDD users may contact the California Relay Service TTY line at 711.



Metro



AVISO AL PÚBLICO

Borrador del Reporte del Impacto Ambiental /Declaración de Impacto Ambiental (EIR/EIS) Disponibles al Público para el Proyecto del Corredor Interestatal-710 (I-710) Anuncio de las Audiencias Públicas

¿CUÁL ES EL PLAN?

El Departamento de Transporte de California (Caltrans), en cooperación con la Autoridad Metropolitana de Transporte del Condado de Los Angeles (Metro), el Consejo de Gobiernos de Ciudades Gateway (GCCOG), la Asociación de Gobiernos del Sur de California, los Puertos de Los Angeles y Long Beach, y la Autoridad de Poderes Conjuntos de la Interestatal 5, tienen una propuesta para mejorar la Interestatal 710 (I-710) en el Condado de Los Angeles entre Ocean Blvd. y la Ruta Estatal 60 (SR-60). Las características principales del proyecto incluyen la ampliación de la I-710 hasta 10 carriles de uso general (cinco carriles en cada sentido), modernizar y reconfigurar los intercambios del I-405, SR-91 y I-5 (una sección) con la I-710, modernizar y reconfigurar la mayoría de los intercambios con las vías arteriales locales a lo largo de la I-710, y proveer un corredor de cuatro carriles separado para transportes de carga que sería usado por camiones convencionales o de cero-emisiones.

¿EL POR QUÉ DE ESTE AVISO?

Caltrans ha estudiado los efectos potenciales que este proyecto pudiese tener en el medio ambiente. El informe que explica los resultados del estudio se llama Informe Preliminar del Impacto Ambiental/ Declaración del Impacto Ambiental (EIR/EIS por sus siglas en inglés) el cual ha sido aprobado recientemente para darse a conocer públicamente.

ESTA USTED INVITADO

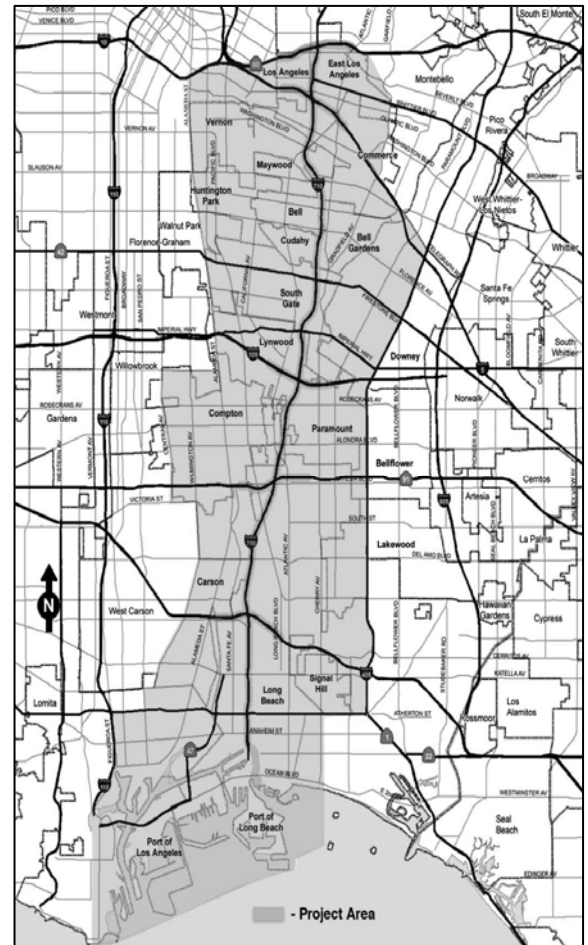
Las Audiencias Públicas se llevarán a cabo en las fechas y en los sitios mencionados a continuación

- Martes 7 de agosto de 2012 (6:00 p.m. a 9:00 p.m.) – Progress Park, 15500 Downey Ave., Paramount, CA 90723
- Miércoles 8 de agosto de 2012 (6:00 p.m. a 9:00 p.m.) – Silverado Park Community Center, 1545 W. 31st St., Long Beach, CA 90810
- Jueves 9 de agosto de 2012 (4:00 p.m. a 8:00 p.m.) – Rosewood Park, 5600 Harbor St., Commerce, CA 90040

¿QUÉ TIPO DE INFORMACION ESTA DISPONIBLE?

Copias del Borrador del EIR/EIS estarán disponibles para que las revise el público en los sitios que se mencionan a continuación:

- Caltrans District 7 Office, 100 South Main Street, Los Angeles, CA 90012 entre semana de 9 am a 3 pm.
- Metro – Biblioteca de la Transportación Dorothy Peyton Grey, One Gateway Plaza, Los Angeles, CA 90012, Lunes – Jueves 9 am a 4pm, o los viernes haciendo cita.
- Consejo de Gobiernos de Gateway Cities, 16401 Paramount Blvd., Paramount, CA 90723 entre semana de 9 am a 4 pm.
- Biblioteca Pública de la Ciudad de Commerce – Sucursal Bristow Park – 1466 S. McDonnell Ave., Commerce, CA 90040
- Biblioteca Pública del Condado de Los Angeles – Hollydale Library – 12000 S. Garfield Ave., South Gate, CA 90280
- Biblioteca Pública del Condado de Los Angeles – Biblioteca East Rancho Dominguez – 4205 E. Compton Blvd., Compton CA 90221
- Biblioteca Pública Principal de Long Beach – 101 Pacific Ave., Long Beach, CA 90822
- Biblioteca Pública de Long Beach – Biblioteca Bret Harte – 1595 W. Willow St., Long Beach, CA 90810





El EIR/EIS del Proyecto del Corredor I-710

Las versiones electrónicas del Informe preliminar EIR/EIS se encuentran disponibles en discos compactos en las bibliotecas públicas a lo largo del corredor I-710. Este informe preliminar también se puede obtener en línea (internet) en la siguiente dirección:

<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

¿CUÁL ES SU PAPEL?

¿Se han cubierto todos los posibles impactos al medio? ¿Tiene usted alguna información que debió tomarse en cuenta? Si desea hacer un comentario sobre el informe preliminar EIR/EIS, tiene hasta el **29 de agosto de 2012** para presentar sus comentarios por escrito a:

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

O por e-mail a través del sitio web del proyecto:

<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

CONTACTO PARA NECESIDADES ESPECIALES

Las personas con necesidades especiales como (Intérprete para sordo-mudos de habla inglesa o American Sign Language, acceso a los asientos, formatos alternativos de los documentos, etc.) se les pide comunicarse con Garrett Damrath de Caltrans District 7, al (213) 897-9016, por lo menos 21 días antes de la audiencia pública a la que piensen asistir. Los usuarios de TDD pueden comunicarse con la línea California Relay Service TTY llamando al 711.



Metro



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!*

August 8, 2012

Agencies, Organizations, and
Individuals Interested in the
Interstate 710 Corridor Project

File: 07-LA-710-PM 4.9/24.89
I-710 Corridor Project

Notice of Availability of Environmental Impact Report/Statement

Due to the complexity of I-710 Corridor Project, the California Department of Transportation, in cooperation with the Los Angeles County Metropolitan Transportation Authority, the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the I-5 Joint Powers Authority have extended the comment period for an additional 30 days.

The Draft Environmental Impact Report/Statement may be viewed on the following website:
<http://www.dot.ca.gov/dist07/resources/envdocs/docs/710corridor/>

Written comments on the Draft Environmental Impact Report/Statement must be submitted by
September 28, 2012.

Please send your comments to:

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

If you have any questions, please contact Garrett Damrath at (213) 897-9016. Thank you for your interest in this important transportation study.

Sincerely,

A handwritten signature in black ink that reads 'Ronald Kosinski'.

RONALD KOSINSKI

Deputy District Director, Environmental Planning
Caltrans District 7

DEPARTMENT OF TRANSPORTATION

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



*Flex your power!
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March 15, 2013

Agencies, Organizations and Individuals
Interested in the Interstate 710 Corridor
Project

File: 07-LA-710
4.9/24.9
I-710 Corridor Project

Subject: Notice of Future Recirculation of the Interstate 710 Environmental Document

The public agency funding partners involved in the Interstate 710 Corridor Project (from Ocean Boulevard to State Route 60) have carefully evaluated the comments received during the 2012 public circulation period. You are receiving this letter because you submitted comments on the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS). During the public comment period, we received over 300 letters or statements containing nearly 3,000 individual comments on the project.

After taking this feedback into account, we have decided to move forward with a Recirculated DEIR/Supplemental DEIS. This focused RDEIR/SDEIS will update the draft environmental document for the no-build alternative and two or three build alternatives, all of which include a zero-emission truck freight corridor: Alternative 6C, which was analyzed in the DEIR/DEIS, Alternative 6D, a hybrid alternative that is currently being designed by the project team and possibly Alternative 7, which is a community proposed plan. In addition to a zero-emission truck freight corridor, this Alternative includes, some local interchange and safety improvements, transit upgrades and enhanced community mitigation measures. Alternative 6D incorporates many of the elements of Alternative 7.

Upon its completion, the RDEIR/SDEIS will be circulated for public and agency review, and the preferred alternative would then be chosen and identified in the Final EIR/EIS. The project team has decided to not move directly forward into the Final EIR/EIS phase of the project so we can address the issues that are summarized in the enclosed Attachment. The proposed schedule of major future activities is also provided on this Attachment.

The community-based approach to this project continues. Thank you for your continued involvement, collaboration and participation in the development of the Interstate 710 Corridor Project.

Sincerely,

A handwritten signature in black ink that reads "Ronald Kosinski".

RONALD KOSINSKI
Deputy District Director, Environmental Planning
Caltrans, District 7

Attachment

What Has Changed on the I-710 Corridor Project Since the completion of the Draft EIR/EIS in June 2012

- Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP) completed and adopted (updated model forecasts now available)
- Southern California International Gateway (SCIG) Rail Yard DEIR was circulated in 2012 and the Final EIR was recently approved
- International Container Transfer Facility (ICTF) expansion DEIR being prepared
- Planning for various transportation improvements have progressed
 - Gateway Cities studies on Goods Movement, Commuter Rail & other modes
 - Proposed improvements to Interstate 405 in Orange County
 - Gerald Desmond Bridge design refinements
 - Interstate 605 Hot Spot identification
 - Revisions or possible removal of the proposed Patata Interchange
 - Revisions or possible removal of the proposed Slauson Avenue Interchange
 - Increased emphasis on the area Bicycle/Pedestrian Master Plan
- Completed Utility Studies for the I-710 Corridor Improvement Project identify more detail and issues
- Additional 20 arterial intersections were identified in the Draft EIR/EIS that will need to be evaluated with the implementation of the build alternatives
- Los Angeles River avoidance efforts
- North End geometric refinements

Interstate 710 Corridor Improvement Project Proposed Schedule

- | | |
|---------------------------------------|----------------------------------------------------|
| • Revised alternatives geometrics | <i>Start</i> January 2013/ <i>End</i> July 2013 |
| • Revised traffic modeling & analysis | <i>Start</i> July 2013/ <i>End</i> November 2013 |
| • Updated technical reports | <i>Start</i> March 2013/ <i>End</i> January 2014 |
| • Revised Air/Health studies | <i>Start</i> October 2013/ <i>End</i> January 2014 |
| • Public circulation of RDEIR/SDEIS | September 2014 |
| • Final EIR/EIS approved | February 2016 |

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!*

May 13, 2014

Connell Dunning
Environmental Protection Agency, Region IX
75 Hawthorne Street, ENF-4-2
San Francisco, CA 94105

Subject: I-710 Corridor Project RDEIR/SDEIS follow-up

Dear Ms. Dunning,

We are writing to provide you a response to questions posed as a follow-up to the April 16th presentation/teleconference on the I-710 Corridor project fleet mix and associated assumptions.

At this point in time, the consultant team has not prepared any additional written information on the air quality-related portion of the development of the alternatives to be analyzed in the RDEIR/SDEIS beyond what was presented to you on April 16th. We are seeking broad feedback and, if possible, specific input on the issues highlighted on slides 16 and 17. Your general feedback will assist us with formulating more specific information and the development of the technical protocol and methodology. Your feedback on these issues by May 20th would be greatly appreciated.

We are currently working with your agency, CARB, and AQMD to provide a more detailed presentation on the current status of the project, including more information about the alternatives currently under consideration and development and how and why they differ from the alternatives that were analyzed in the first draft EIR/EIS. Currently, the conceptual alternatives are being presented to the various committees for feedback, with the Project Committee ultimately recommending the suite of alternatives carried forward into the environmental document. As it is developed over the next few months, more detailed information on the alternatives, including footprints and plans, will be made available to you.

As noted on April 16th, the consultant team is seeking feedback and input from the air agencies, yours included, on the general approach that was presented. This includes representation of the SIP commitment for ZE/NZE heavy-duty trucks, proposed EMFAC2011 modifications, and the 2035 paved road dust emissions, among others. The general feedback and input you provide will not interfere with your ability to comment on the specifics in the draft AQ/HRA Protocol Addendum. The consultant team anticipates that the Addendum will be prepared in June of this year so that the discussions and recommendations that occur through the air agency, technical advisory, community advisory, and project committees can be appropriately reflected in the draft Addendum. All cooperating and participating agencies will receive a copy of the draft Protocol Addendum for their review and comment, per the 23 USC 139 Efficient Environmental Review process, before air quality analysis of the alternatives carried forward into the RDEIR/SDEIS begins.

We thank you for your agency's continued input and look forward to your future involvement.

Sincerely,

A handwritten signature in black ink, reading "Ronald Kosinski", is written over a horizontal line.

RONALD KOSINSKI
Deputy District Director
Division of Environmental Planning
Caltrans District 7



October 12, 2015

Dear Sir/Madam:

As you are aware, the Los Angeles County Metropolitan Transportation Authority (Metro) and six other project funding partners are in the process of preparing Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) to analyze the range of possible improvement alternatives for the I-710 corridor. The I-710 Corridor Project RDEIR/SDEIS will study 18 miles of the I-710 freeway between the Ports of Long Beach and Los Angeles and the Pomona Freeway (SR-60). For additional information, you may visit the project web site at <http://www.metro.net/projects/i-710-corridor-project/>.

AECOM (formerly URS Corporation) is the lead engineering consultant for the I-710 Corridor Project RDEIR/SDEIS. LSA Associates, Inc. (LSA) is preparing the RDEIR/SDEIS. Ramboll Environ US Corporation (formerly ENVIRON International Corporation, referred hereinafter as "Ramboll ENVIRON") is leading the Air Quality/Health Risk Assessment (AQ/HRA) for the RDEIR/SDEIS. Your agency was a member of the Agency Air Technical Working Group (AATWG) for the draft EIR/EIS (DEIR/DEIS), and provided comments to the January 2009 DEIR/DEIS AQ/HRA Protocol. We would like again to seek agency input and consensus on the technical issues, approaches, and tools for assessing air quality and health risk impacts for the RDEIR/SDEIS. Specifically, the AATWG is asked to review and comment on the Revised AQ/HRA Protocol for the I-710 RDEIR/SDEIS.

Members of the previous AATWG, updated as necessary, are listed in the attachment; however, the listed candidates are welcome to involve or substitute other agency staff members, especially when dealing with topics in which a staff member has specific expertise. In addition, all funding partners for this project are invited to participate in the AATWG.

Ramboll ENVIRON, on behalf of Metro, will email the draft Revised AQ/HRA Protocol to the AATWG on / about October 12, 2015. In general, the Revised AQ/HRA Protocol reflects changes based on the latest agency guidance, agency comments on the DEIR/DEIS AQ/HRA, etc. In particular:

- Base year is 2012 (was 2008)
- RDEIR/RDEIS Project Alternatives: Alternative 5C and Alternative 7
- Mobile source emissions from EMFAC2014; EMFAC2011 for conformity analyses
 - Emission comparisons between DEIR/DEIS and RDEIR/SDEIS included for the 2008 or 2012 base years and the 2035 No-Build Alternative
- Future entrained road dust emissions calculated per centreline mileage growth and vehicle miles travelled
- Emissions for zero-emission and near-zero-emission trucks calculated conservatively assuming a 90% reduction in NOx emissions (i.e., 0.02 g/bhp-hr NOx)



- Latest approved regulatory versions of AERMOD and related programs/inputs
- I-710 freeway-following receptor grid spacing at 50m near the mainline (was 100m)
- FHWA 2012 interim guidance on priority mobile source air toxics
- Carbon Monoxide (CO) conformity “hot-spots” protocol (Appendix A)
 - Particulate Matter (PM) conformity “hot-spots” protocol to be developed separately

Please contact Ramboll ENVIRON directly with questions, confirmation of your agency’s participation of the AATWG, and names of the representatives (if different from those listed above).

We would like any written comments to be sent by November 13th, 2015.

Ramboll ENVIRON’s contact information is shown below:

Dr. Julia C. Lester
Principal-in-Charge
(213) 943-6329 jlester@ramboll.com

Ms. Yi Tian
Project Manager
(949) 798-3624 ytian@ramboll.com

Metro and the I-710 Corridor Project REIR/SEIS team appreciate your participation and contribution to this project.

Sincerely,

/s/

Ernesto Chaves
Metro, I-710 Corridor Project

cc: AECOM, LSA, and Ramboll ENVIRON



Air Agency Technical Working Group (AATWG) Members

Agency or Funding Partner	Representative(s) and Contact information
U.S. Environmental Protection Agency (USEPA)	Karina O'Connor (Oconnor.Karina@epa.gov) Thomas Plenys (Plenys.Thomas@epa.gov) Mathew Lakin (Lakin.Mathew@epa.gov)
Federal Highway Administration (FHWA)	Joseph Vaughn (Joseph.Vaughn@fhwa.dot.gov)
Army Corps of Engineers (USACE)	Spencer MacNeil (Spencer.D.Macneil@usace.army.mil)
South Coast AQMD	Ian MacMillan (imacmillan@aqmd.gov)
California Air Resources Board (CARB)	Cynthia Marvin (cmarvin@arb.ca.gov)
Office of Environmental Health Hazard Assessment (OEHHA)	Melanie Marty (mmarty@oehha.ca.gov) Albert Wang (awang@oehha.ca.gov) Daryn Dodge (ddodge@oehha.ca.gov) Bob Blaisdell (bblaisdell@oehha.ca.gov)
CA Department of Justice, Public Rights Division, Environment Section (representing California Attorney General's office)	Janill Richards (janill.richards@doj.ca.gov)
Metropolitan Transportation Authority	Gerardo (Gerry) Alvarez (alvarezg@metro.net)
Caltrans Headquarters	Yoojoong Choi (yoojoong.choi@dot.ca.gov) Marilee Mortenson (Marilee.mortenson@dot.ca.gov)
Caltrans District 7	Andrew Yoon (andrew.yoon@dot.ca.gov)
SCAG	Rongsheng Luo (luo@scag.ca.gov)
Port of Long Beach	Theresa Dau-Ngo (theresa.dau-ngo@polb.com)
Port of Los Angeles	Kerry Cartwright (kcartwright@portla.org)
Gateway Cities COG	Karen Heit (kheit@gatewaycog.org)

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



*Serious drought.
Help save water!*

June 16, 2015

John Jarvis, Regional Director
United States Department of the Interior
National Park Service
Pacific West Region
1111 Jackson Street, Suite 700
Oakland, CA 94607

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Jarvis:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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



*Serious drought.
Help save water!*

June 16, 2015

Richard Bruckner
Director of Planning
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Bruckner:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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PHONE (213) 897-0703
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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

Grace Robinson Hyde
Chief Engineer and General Manager
Los Angeles County Sanitation Department
1955 Workman Mill Road
P.O. Box 4998
Whittier, California 90601

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Hyde:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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*Serious drought.
Help save water!*

June 16, 2015

Richard Powers
Executive Director
Gateway Cities Council of Governments (GCCOG)
16401 Paramount Boulevard
Paramount, CA 90723

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Powers:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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*Serious drought.
Help save water!*

June 16, 2015

Naresh Amatya
Corridors Program Manager
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Amatya:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
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*Serious drought.
Help save water!*

June 16, 2015

Barry R. Wallerstein
Executive Officer
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Wallerstein:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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



*Serious drought.
Help save water!*

June 16, 2015

Kerry Cartwright
Director of Goods Movement
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Kerry Cartwright:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

Eric Shen
Director of Transportation Planning
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Shen:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

Kenneth McDonald
President
Long Beach Transit
P.O. Box 731
Long Beach, CA 90801

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. McDonald:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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*Serious drought.
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June 16, 2015

Gail Farber
Public Works Director
County of Los Angeles
900 S. Fremont Avenue
Alhambra, CA 91803

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Farber:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

Jerry Groomes
City Manager
City of Bell
6330 Pine Avenue
Bell, CA 90201

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Groomes:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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100 South Main Street, Suite 100
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*Serious drought.
Help save water!*

June 16, 2015

Philip Wagner
City Manager
City of Bell Gardens
7100 S. Garfield Avenue
Bell Gardens, CA 90201

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Wagner:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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*Serious drought.
Help save water!*

June 16, 2015

Cecil W. Rhambo, Jr.
City Manager
City of Carson
701 E. Carson Street
Carson, CA 90745

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Rhambo:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

Jorge Rifa
City Administrator
City of Commerce
2535 Commerce Way
Commerce, CA 90040

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Rifa:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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



*Serious drought.
Help save water!*

June 16, 2015

Johnny Ford
City Manager
City of Compton
205 S. Willowbrook Avenue
Compton, California 90220

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Ford:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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*Serious drought.
Help save water!*

June 16, 2015

Jose E. Pulido
City Manager
City of Cudahy
5220 Santa Ana Street
Cudahy, CA 90201

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Pulido:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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DISTRICT 7, Division of Environmental Planning
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*Serious drought.
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June 16, 2015

Gilbert A. Livas
City Manager
City of Downey
11111 Brookshire Avenue
Downey, CA 90241

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Livas:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

John A. Ornelas
City Manager
City of Huntington Park
6550 Miles Avenue
Huntington Park, CA 90255

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Ornelas:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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



*Serious drought.
Help save water!*

June 16, 2015

Howard L. Chambers
City Manager
City of Lakewood
5050 Clark Avenue
Lakewood, CA 90712

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Chambers:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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*Serious drought.
Help save water!*

June 16, 2015

Patrick H. West
City Manager
City of Long Beach
333 W. Ocean Blvd
Long Beach, CA 90802

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. West:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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*Serious drought.
Help save water!*

June 16, 2015

Kevin James
President, Board of Public Works
City of Los Angeles
200 North Spring St., Rm 361
Los Angeles, CA 90012
Mail Stop 464

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. James:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

J. Arnaldo Beltran
City Manager
City of Lynwood
11330 Bullis Road
Lynwood, CA 90262

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Beltran:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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



*Serious drought.
Help save water!*

June 16, 2015

Lilian Myers
City Manager
City of Maywood
4319 E. Slauson Ave
Maywood, CA. 90270

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Myers:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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



*Serious drought.
Help save water!*

June 16, 2015

Linda Benedetti-Leal
City Manager
City of Paramount
16400 Colorado Ave
Paramount, CA 90723

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Benedetti-Leal:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
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*Serious drought.
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June 16, 2015

Kenneth C. Farfsing
City Manager
City of Signal Hill
2175 Cherry Avenue
Signal Hill, CA 90755

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Farfsing

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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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



*Serious drought.
Help save water!*

June 16, 2015

Michael S. Flad
City Manager
City of South Gate
8650 California Avenue
South Gate, CA 90280

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Flad

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
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*Serious drought.
Help save water!*

June 16, 2015

City Administrator
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear City Administrator

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
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*Serious drought.
Help save water!*

June 16, 2015

Matthew P. Lyons
Director of Planning and Conservation
City of Long Beach Water Department
1800 E. Wardlow Road
Long Beach, CA 90807

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Lyons

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
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*Serious drought.
Help save water!*

June 16, 2015

John T. Doherty
Chief Executive Officer
Alameda Corridor Transportation Authority
3760 Kilroy Airport Way, Suite 200
Long Beach, CA 90806

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Doherty

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
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*Serious drought.
Help save water!*

June 16, 2015

Yvette Kirrin
Executive Director
I-5 Joint Powers Authority
919 Appalachian
Claremont, CA 91711

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Kirrin

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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*Serious drought.
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June 16, 2015

Cynthia Gomez
Executive Secretary
California Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Gomez:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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TTY (213) 897-4937



*Serious drought.
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June 16, 2015

Nesamani Kalandiyur
Transportation Planning - Analysis
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Kalandiyur:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
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*Serious drought.
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June 16, 2015

Claude McFerguson
Director
Commerce Municipal Bus Lines
5555 Jillson Street
Commerce, CA 90040

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. McFerguson:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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*Serious drought.
Help save water!*

June 16, 2015

Allison Morrow
Senior Env. Planner
California Dept. of Transportation
100 South Main Street
Suite 100, MS 16A
Los Angeles, CA 90012

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Morrow:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

- **Alternative 7: Community Alternative:** Alternative 7 starts with the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 Draft EIR/EIS. The design concept for this alternative has been refocused to feature the I-710 build components described in “Community Alternative 7.” Specifically, Alternative 7 includes a four-lane ZE/NZE freight corridor, but does not propose adding GP through lane capacity to the mainline of I-710. However, proposed geometric modifications to I-710 will incorporate “Safety Modernization” operational elements to improve traffic safety and operations.

Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

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DEPARTMENT OF TRANSPORTATION

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*Serious drought.
Help save water!*

June 16, 2015

Chris Dellith
Sr. Biologist
U.S. Fish and Wildlife Service Ventura Office
2493 Portola Road, Suite B
Ventura, CA 93003

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Dellith:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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*Serious drought.
Help save water!*

June 16, 2015

David Castanon
Chief
U.S. Army Corps of Engineers Regulatory Division
Los Angeles District
911 Wilshire Boulevard, P.O. Box 2711
Los Angeles, CA 90053-2325

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Castanon:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

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*Serious drought.
Help save water!*

June 16, 2015

Galen Tromble
Division Chief
National Oceanic and Atmospheric Administration
Office of Sustainable Fisheries
1315 East West Highway
Silver Spring, MD 20910

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Tromble:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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*Serious drought.
Help save water!*

June 16, 2015

Patricia Port
Reg'l Env. Officer
Office of Env. Policy and Compliance
U.S. Dept. of the Interior San Francisco Reg.
333 Bush Street, Suite 515
San Francisco , CA 94104

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Port:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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*Serious drought.
Help save water!*

June 16, 2015

Susan Sturges
U.S. Env. Protection Agency Env. Review Office, Region 9
75 Hawthorne Street
San Francisco, CA 94105

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Sturges:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

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*Serious drought.
Help save water!*

June 16, 2015

Patricia Neubacher
Regional Director
National Park Service U.S. Dept. of the Interior Pacific West Region
333 Bush Street, Suite 515
San Francisco , CA 94104

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Neubacher:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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RON KOSINSKI
Deputy District Director
Division of Environmental Planning

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*Serious drought.
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June 16, 2015

Edward Curtis
Regional Engineer
Federal Emergency Management Agency, Region IX
1111 Broadway, Suite 1200
Oakland, CA 94607-7027

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Curtis:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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



*Serious drought.
Help save water!*

June 16, 2015

Ernesto Chaves
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-4
Los Angeles, CA 90012

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Chaves:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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PHONE (213) 897-0703
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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

D.W. Bower
Chief
California Highway Patrol
411 N. Central Avenue, Suite 410
Glendale, CA 91203

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Bower:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

Ed Pert
Regional Manager
California Dept. of Fish and Wildlife
3883 Ruffin Road
San Diego, CA 92123

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Pert:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

as geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. Alternative 5C improves upon this prior design concept by adding design features at key locations to separate cars and trucks and by adding programmatic air quality measures such as funding contributions to zero emission/near zero emission truck deployment programs. It includes full “Safety Modernization” features and it incorporates selected community elements such as bicycle and pedestrian linkages. Physically, Alternative 5C is different from Alternative 7 in that it does not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor.

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, Division of Environmental Planning
100 South Main Street, Suite 100
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TTY (213) 897-4937



*Serious drought.
Help save water!*

June 16, 2015

John (Jack) Ainsworth
Deputy Director
California Coastal Commission South Coast District Office
200 Oceangate, 10th Floor
Long Beach, CA 90802-4416

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Ainsworth:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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



*Serious drought.
Help save water!*

June 16, 2015

Los Angeles Regional Water Quality Control Board
Albert E. Novak
Permit Coordinator
320 W. 4th Street, Suite 200
Los Angeles, CA 90013

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Mr. Novak:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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



*Serious drought.
Help save water!*

June 16, 2015

Gail Farber
Director of Public Works
County of Los Angeles Dept. of Public Works
900 S. Fremont Ave.
Alhambra, CA 9180

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Farber:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

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If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7

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



*Serious drought.
Help save water!*

June 16, 2015

Los Angeles Dept. of Water and Power
Marcie L. Edwards
General Mgr.
111 N. Hope St.
Los Angeles, CA 90012

Re: I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement

Dear Ms. Edwards:

This letter is to bring you up to date on the I-710 Corridor Project, including the revised project alternatives proposed to be carried forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS).

In addressing the comments received during circulation of the Draft EIR/EIS in June – September 2012, the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (Metro), and the Gateway Cities Council of Governments (GCCOG) have been working with the affected communities in developing a revised set of alternatives to be studied in the RDEIR/SDEIS. This revised set of build alternatives include Alternatives 5C and 7 which provide components such as transit service expansions that would be funded as part of the I-710 Corridor Project that are above and beyond measures that would occur with the No Build improvements (please see Attachment A). Brief descriptions of the revised alternatives to be considered in the RDEIR/SDEIS for the I-710 Corridor Project are as follows:

- **No Build Alternative:** The No Build Alternative would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline; only approved and planned projects included in SCAG's 2012 Regional Transportation Plan (RTP) and 2012 Federal Transportation Improvement Program (FTIP) are considered part of the No Build Alternative. The No Build Alternative provides a baseline for comparing the impacts associated with the Build Alternatives.
- **Alternative 5C: Freeway Widening up to 10 General Purpose Lanes:** Alternative 5C focuses on making improvements to the I-710 mainline freeway similar to the concepts previously defined and analyzed in the June 2012 Draft EIR/EIS as Alternative 5A (10-GP Lanes). In this case, Alternative 5C would add general purpose lane capacity to I-710 as well

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Caltrans, Metro, and the I-710 project team are continuing to refine the Build Alternatives and preparing updates to previously completed environmental technical studies. We are currently seeking input from Cooperating and Participating Agencies on the design scope of the Build Alternatives. If your agency has any comments or questions about the revised set of Build Alternatives, please advise us in writing within 30 days or your receipt of this letter. Public circulation of the RDEIR/SDEIS is anticipated in late 2016.

If you have any questions, please contact Allison Morrow at (213) 897-3247 or Allison.Morrow@dot.ca.gov.

Sincerely,

RON KOSINSKI
Deputy District Director
Division of Environmental Planning

Attachment: Attachment A– Description of Build Alternatives 5C and 7



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

July 15, 2015

IN REPLY PLEASE

REFER TO FILE: LD-2

Ms. Allison Morrow
Environmental Planner
Division of Environmental Planning
Department of Transportation, District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012

Dear Ms. Morrow:

**RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT (RDEIR)/
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT (SDEIS)
INTERSTATE (I) I-710 CORRIDOR PROJECT
SUMMARY OF REVISED ALTERNATIVES
STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
(METRO) AND THE GATEWAY CITIES COUNCIL OF GOVERNMENTS (GCCOG)**

Thank you for the opportunity to review the summary of revised project alternatives that will be considered in the RDEIR/SDEIS for the proposed I-710 corridor project. The DEIR/DEIS was previously circulated in June 2012. The revised set of build alternatives includes the No Build Alternative, Alternative 5C, and Alternative 7.

The No Build Alternative would involve maintaining the current configuration of the existing I-710 Corridor and provides a baseline for comparing the impacts associated with the build alternatives.

Alternative 5C is similar to the previously analyzed Alternative 5A, which would add 10 general purpose lanes to I-710, thereby increasing the capacity. Alternative 5C, however, would also include geometric design improvements needed to modernize the freeway in order to improve traffic safety and operations. The main design feature for Alternative 5C is the separation of cars and trucks at key locations. The addition of programmatic air quality measures such as funding contributions to Zero Emission/near Zero Emission truck deployment programs is also being proposed under Alternative 5C.

Alternative 7 retains a four-lane Zero Emission/Near Zero Emission freight corridor and does not propose adding general purpose, through-lane capacity to the mainline I-710.

This concept was previously analyzed as part of Alternatives 6B and 6C in the June 2012 DEIR/DEIS. Alternative 7 differs from Alternatives 6B and 6C since geometric modifications to I-710 that will include "Safety Modernization" operational elements to improve traffic flow and safety are proposed.

The following County of Los Angeles Department of Public Works' comments are for your consideration and relate to the revised alternatives only:

General

1. Public Works requests the opportunity to review the full RDEIR/SDEIS when it becomes available.

Traffic

1. The proposed alternatives may include improvements to the existing and proposed on-off ramps that would impact the traffic flow on local roads. Any impacts to local roads shall be disclosed, evaluated, and discussed in the RDEIR/SDEIS.

If you have any questions regarding the traffic comment, please contact Mr. Andrew Ngumba of Public Works' Traffic and Lighting Division at (626) 300-4851 or angumba@dpw.lacounty.gov.

Water Quality

1. The proposed alternatives will impact the Los Angeles County Flood Control District's Dominguez Gap Spreading Grounds - West Side which is located near the I-710 and I-405 interchange. The proposed I-710 lane expansion may require the basin to be relocated. Any relocation costs shall be borne by Caltrans or Metro. In addition, the impacts to the spreading grounds should be discussed in the RDEIR/SDEIS. We request that Caltrans, Metro, and the I-710 project team contact the County of Los Angeles Department of Public Works' Water Resources Division to determine a suitable location for the Dominguez Gap Spreading Grounds–West Side.

If you have any questions regarding the water quality comment, please contact Mr. Rudy Rivera of Public Works' Water Resources Division at (626) 458-6147 or rrivera@dpw.lacounty.gov.

Ms. Allison Morrow
July 15, 2015
Page 3

If you have any other questions or require additional information, please contact Mr. Ruben Cruz of Public Works' Land Development Division at (626) 458-4910 or rcruz@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works



for ANTHONY E. NYIVIH
Assistant Deputy Director
Land Development Division

RC:tb

P:\ldpub\SUBPCHECK\Plan\Projects not ass. with a TR-PM-CUP-Single Lot\State route 710 corridor\Deir-sdeis\2015-07-07 deir-sdeis submit\2015-07-14 SR 710 corridor.docx



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

Mr. Ronald J. Kosinski *rk*
Deputy District Director
Division of Environmental Planning
California Department of Transportation
District 7
100 South Main Street – Mail Stop 16A
Los Angeles, CA 90012

July 27, 2015
Ref File No.: 3358128

Dear Mr. Kosinski:

Interstate 710 Corridor Project

The County Sanitation Districts of Los Angeles County (Districts) received correspondence pertaining to the Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement for the subject project on June 22, 2015. We offer the following comments:

1. Previous comments submitted to Caltrans or Metro by the Districts in correspondence dated February 6, 2013, August 4, 2010, and September 2, 2008, (copies enclosed) still apply to the subject project with the following updated information.
2. The replacement and expansion of the Districts' Long Beach Main Pumping Plant (LBMPP) referenced in the enclosed letters dated August 4, 2010, and February 6, 2013, is currently under construction and is scheduled to be completed in late 2016.
3. Alternatives 5C and 7 would have significant impacts to the LBMPP.
4. When available, please forward the project's preliminary design plans and specifications, which should depict the Districts' sewerage facilities, to the attention of Mr. Jon Ganz, the Districts' Sewer Design Section Head, at the address shown above. The Districts will review the plans and specifications and provide Caltrans with detailed comments on the project's impacts to Districts' facilities. Record drawings for Districts' sewerage facilities within the project limits may be obtained by sending an email request to: engineeringcounter@lacsd.org.

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
Enclosures
cc: M. Sullivan
J. Ganz



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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GRACE ROBINSON CHAN
Chief Engineer and General Manager

February 6, 2013

File No. JPC-2X.09-00

Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-4
Los Angeles, CA 90012-2952

Attention: Mr. Ernesto Chaves

Gentlemen:

Long Beach Main Pumping Plant Facility Upgrades **Impacts of the 710 Freeway Expansion**

In our meeting on December 20, 2012, you provided Exhibits 1 through 4 from AECOM showing the existing layout and proposed changes to the Long Beach Main Pumping Plant (LBMPP) due to the proposed 710 freeway expansion. At the meeting, you requested the Sanitation Districts provide comments on the proposed changes to the LBMPP.

It is not possible to identify all the impacts to the Sanitation Districts' existing and proposed facilities at the LBMPP from the 4 exhibits. Much of the LBMPP's infrastructure and facilities will need to be relocated prior to beginning construction of the freight corridors and design and construction to relocate these facilities may take several years. The construction of these freight corridors will also have a significant impact to the operation and maintenance of the facility. Detailed construction drawings and construction sequencing specifications for the proposed freight corridor work are required to fully evaluate the impacts.

Facilities impacted and items of concern include, but are not limited to:

- 1) Surge Tank - A new surge tank must be provided to insure continuous surge protection.
- 2) Manifold Structure - The new manifold structure shall have the same functionality as the existing manifold.
- 3) Future Force Main - Provisions to add a future force main must be included.
- 4) Flow Meter - The flow meter in the north header must be relocated to maintain accuracy.
- 5) Inlet Sewers and Junction Structures (JS) - Maintenance access must be provided without time limits or notice.
- 6) Edison Preferred and Emergency Equipment - New Edison equipment must be provided.
- 7) Emergency Generator - Relocate the emergency generator near the Operations Building.
- 8) Manhole for Bypass to LA River - Relocate the manhole to the west of the new FC off ramps.



- 9) Crash Barrier on Off Ramps – Protect District equipment with crash barriers on the off ramps.
- 10) Adequate Land for Support Facilities – Property lost must be replaced.
- 11) Construction Sequence – All modifications must be made to insure continuous operation.
- 12) Maintenance Access – Access for cranes and other construction equipment to maintain the equipment especially along the east edge of the property is very limited and may not be sufficient.

If you have any questions or need additional information, please contact the undersigned at (562) 908-4288, extension 2105.

Yours very truly,

Grace Robinson Chan



Joe Smisko

Supervising Engineer

Wastewater and Solid Waste Design Section

JS:nmc

cc: Jane Fong
Margarita Cabrera
Ben Henry

Doc#2500576



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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GRACE ROBINSON HYDE
Chief Engineer and General Manager

August 4, 2010

File No: 01-00.04-00
02-00.04-00
03-00.04-00
08-00.04-00

Mr. Garrett Damrath
Department of Transportation
MS 16 A
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Dear Mr. Damrath:

Interstate 710 Corridor Project

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report/ Environmental Impact Statement Purpose and Need, Alternatives, and Explanation of Technical Study Methodologies (DEIR/EIS) for the subject project on July 13, 2010. The proposed development is located within the jurisdictional boundaries of Districts Nos. 1, 2, 3, and 8. We offer the following comments on the DEIR/EIS:

COVER LETTER

Alternatives

- Previous comments submitted by the Districts in correspondence dated September 2, 2008 (copy enclosed), to your agency, still apply to the subject project.
- Alternatives 5A, 6A, and 6B – The Districts own, operate, and maintain the Long Beach Main Pumping Plant (LBMPP) located west of and adjacent to the I-710, between 16th Street and Gaylord Street. The LBMPP is crucial in the conveyance of wastewater from the cities of Long Beach, Signal Hill, Lakewood and portions of Artesia, Cerritos, and Hawaiian Gardens. Design is underway for the replacement and expansion of this facility, which must stay in operation during construction. Acquisition of adjacent properties is in progress.

SAFETEA-LU 6002 COORDINATION PLAN

Section 1

- On page 1, second entry from bottom of table and on page 3, 7th entry in table, correct Los Angeles County Sanitation Districts' name. Delete the word "Department" and add "Districts" in its place.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

SIGNED ORIGINAL

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

c: M. Tremblay
J. Fong



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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GRACE ROBINSON HYDE
Chief Engineer and General Manager

September 2, 2008

File No: 01-00.04-00
02-00.04-00
03-00.04-00
08-00.04-00

Mr. Ronald Kosinski, Deputy District Director
Division of Environmental Planning
Caltrans District 7
100 South Main Street, MS 16-A
Los Angeles, CA 90012

Dear Mr. Kosinski:

Interstate 710 Corridor Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on August 18, 2008. The proposed project is located within the jurisdictional boundaries of Districts Nos. 1, 2, 3, and 8. We offer the following comments:

1. 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 specifications 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 Ms. Martha Tremblay 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,

Stephen R. Maguin

E-Signed by Ruth I. Frazer?
RIFY authenticity with Approve

Ruth I. Frazer
Customer Service Specialist
Facilities Planning Department

RIF:rf
c: M. Tremblay



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

July 29, 2015

Ron Kosinski
Deputy District Director
California Department of Transportation, District 7
100 South Main Street, Suite 100
Los Angeles, CA 90012-3606

Subject: Comments on I-710 Corridor Project Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, Los Angeles County, California

Dear Mr. Kosinski:

The U.S. Environmental Protection Agency (EPA) has reviewed the I-710 Corridor Project: Revised Alternatives to be Carried Forward in the Recirculated Draft Environmental Impact Report (RDEIR)/Supplemental Draft Environmental Impact Statement (SDEIS) located in Los Angeles County. Thank you for the opportunity to review this document. This letter provides feedback consistent with our role as both a Participating Agency (as defined in 23 USC 139) and a Cooperating Agency (as defined by Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508)).

EPA reviewed the DEIR/DEIS for the I-710 Corridor Project on September 28, 2012 and rated the zero-emission alternatives, Alternatives 6B and 6C, as "3" – Inadequate Information, and rated the "non-zero emission" Alternatives 5A and 6A as "EU-3" – Environmentally Unsatisfactory; Inadequate Information. In light of the importance of ensuring that this RDEIR/SDEIS provides adequate analysis and fully evaluates alternatives, we have attached EPA's September 28, 2012 comment letter and request that Caltrans consider how the proposed range of Alternatives to be assessed in the RDEIR/SDEIS will address the issues raised previously, and particularly those issues that were the basis for EPA's adverse environmental rating. EPA remains available for early coordination, especially regarding air quality and health impact analysis, and measures to avoid anticipated adverse impacts that may result from proposed capacity enhancements in a region with some of the worst air quality in the nation. We also provide the following comments on the revised project alternatives:

Alternative 5C: Freeway Widening up to 10 General Purpose Lanes

Caltrans' June 16, 2015 letter to EPA states that Alternative 5C focuses on making improvements to the I-710 mainline freeway, including lane capacity additions that do not include a Zero Emission/Near Zero Emission (ZE/NZE) freight corridor. Adding additional conventional truck lane capacity without an aggressive solution to reduce diesel emissions, such as requiring a dedicated lane for zero-emission/near zero emission vehicles, in a corridor that already carries tens of

thousands of heavy duty diesel trucks daily may result in similar potential adverse air quality and health impacts as the alternatives that were previously rated as environmentally unacceptable. We encourage Caltrans to work with EPA in refining this project Alternative to reduce anticipated air quality and health impacts as much as possible.

Alternative 7: Community Alternative

Caltrans' June 16, 2015 letter to EPA states that Alternative 7 is based on the previously defined concept of a zero emission freight corridor that was analyzed as part of Alternatives 6B and 6C in the June 2012 DEIR/DEIS. We commend LA Metro and Caltrans for considering a dedicated ZE/NZE freight corridor. A well-planned and executed ZE/NZE freight corridor would contribute to improved air quality and reduced public health impacts for the already heavily burdened, low income, and minority communities along the I-710 Corridor and for people throughout the Southern California Air Basin. We continue to support the concept and encourage Caltrans to fully document an implementation strategy and schedule for ZE/NZE technology along the corridor.

Air Quality Improvement Measures and Other Components

These two sections list bulleted measures which are proposed as programmatic features to be included in the "overall funding commitments," and "other components." EPA recommends that the elements listed under these sections be more specific, in order to adequately analyze the potential environmental impacts. For example, rather than listing "Active Transportation Features (New Enhancements) *such as* River Park Pathway", Caltrans should clearly identify each specific enhancement that will be implemented upon the signing of the Record of Decision for this project, and the RDEIR/SDEIS should fully evaluate the impacts of building each new enhancement. Without a clear delineation of what is being proposed and committed to with each Alternative, it will be difficult to accurately assess differences between the Alternatives and analyzing the full extent of environmental impacts may be challenging. EPA recommends that Caltrans assign each bulleted item listed as a component of 1) the No Action Alternative, 2) Alternative 5C, 3) Alternative 7, or 4) included for all Alternatives, just the Build Alternatives, etc. and incorporate them into Caltrans' descriptions and analysis of each Alternative. For example, one "Other Component" is "improved bicycle and pedestrian elements of I-710 arterial interchange modifications." Another is "Active Transportation Features (New Enhancements), *such as* River-Park Pathway." We recommend that these be analyzed as a part of the build alternatives in the RDEIR/SDEIS, clearly identifying specific Enhancements/"Other Components" with each applicable Build Alternative, and clearly analyzing the impacts of each of those actions. We also recommend that Caltrans identify the I-710 Corridor Community Health program, with an estimated dollar amount, as a component of Alternative 5C and Alternative 7, so that this commitment can be analyzed as a part of the RDEIR/SDEIS.

We recommend that the RDEIR/SDEIS include a schedule, responsible party, and implementation strategy for each element identified within the project description and analysis of Alternative 5C and Alternative 7. If this RDEIR/SDEIS is not the document that will be prepared to demonstrate compliance with NEPA for each of the enhancements/other components listed, EPA recommends that Caltrans state this in the project description and provide information about the timing and responsible party for preparing additional separate NEPA analysis for enhancements, if required.

No Action Alternative

On July 9, 2015, Allison Morrow of your staff provided (via email) a detailed list of projects which are included as part of the No Action Alternative. This detailed list should be included in the RDEIR/SDEIS. In addition, we suggest adding a map showing the location of each of the projects.

Thank you for requesting our comments on I-710 Corridor Project: Revised Alternatives to be Carried Forward in the RDEIR/SDEIS. To facilitate early coordination, please consider the following three requests:

- **Updated Description of Alternatives to be Analyzed in RDEIR/SDEIS.** In the spirit of working to resolve conflicts as early as possible, and in our role of as a cooperating agency under NEPA for this project, EPA requests that Caltrans send EPA an updated description of the No Build Alternative, and each Build Alternative, that is responsive to the issues raised in this letter.
- **Coordination on Air Quality Protocol and Project Level Transportation Conformity.** Because of the significant flaws EPA identified in the air quality modeling and results presented in the June 2012 DEIR/DEIS, we recommend that Caltrans coordinate with EPA regarding the Air Quality Protocol. We reiterate our request to review the Air Quality Analysis Protocol, allowing sufficient time for agency input and a follow up meeting to discuss and resolve technical issues. We continue to encourage early coordination with EPA and the Southern California Association of Government's Transportation Conformity Working Group (TCWG) to address transportation conformity requirements.
- **Review of Administrative Draft of the RDEIR/SDEIS.** As a cooperating agency, EPA is requesting the opportunity to review an Administrative Draft of the RDEIR/SDEIS. Please allow EPA sufficient time to review and provide meaningful feedback on an Administrative Draft of the document when available. This is particularly important to resolve issues as early as possible, prior to public release of the RDEIR/SDEIS.

We look forward to continued participation in this project as a Participating Agency and a Cooperating Agency and additional opportunities for early coordination. Please feel free to direct any questions you may have concerning our comments to Connell Dunning, Transportation Team Supervisor, at 415-947-4161; dunning.connell@epa.gov, or contact Debbie Lowe Liang, Principal NEPA Reviewer for this project, at 415-947-4155; lowe.debbie@epa.gov.

Sincerely,



Kathleen H. Johnson, Director
Enforcement Division

Enclosure: EPA's comments on the I-710 Corridor Project Draft EIS dated September 28, 2012

cc via email: Brenda Powell-Jones, Caltrans Headquarters
Bryan Pennington, Metro
Dr. Barry Wallerstein, South Coast Air Quality Management District
Susan Nakamura, South Coast Air Quality Management District
Kurt Karperos, California Air Resources Board



**South Coast
Air Quality Management District**
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

E-MAILED: November 13, 2015

November 13, 2015

Mr. Ronald Kosinski,
Division of Environmental Planning
Caltrans District 7
100 S. Main Street, MS 16-A
Los Angeles, CA 90012

Ms. Yi Tian
Environ
18100V on Karman Avenue Suite 600
Irvine, CA 92612

**Review of Revised Protocol for the Air Quality, Greenhouse Gas and
Health Risk Assessments (AQ/HRA) for the I-710 Corridor Recirculated Environmental
Impact Report / Supplemental Environmental Impact Statement (REIR/SEIS)**

The South Coast Air Quality Management District (SCAQMD) staff has reviewed the Revised Protocol (Revised Protocol) for the Air Quality, Greenhouse Gas and Health Risk Assessment (AQ/GHG/HRA) for the I-710 Corridor Recirculated Environmental Impact Report/ Supplemental Environmental Impact Statement (REIR/SEIS). As you are aware, SCAQMD staff has been engaged with the project proponents for many years, and we appreciate your reaching out to us for feedback on the air quality analysis. Detailed comments are attached to this letter. In addition, we refer you to comments¹ we made on the Draft EIR for this project and ask that any comments on the technical approach made in that letter be addressed in the RDEIR. Given the highly technical nature of the document, and our comments, we recommend that our technical staff meet with your technical experts to discuss our letter and your proposed approach.

Please contact me at (909) 396-3244 if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads 'Ian V. MacMillan'.

Ian MacMillan
Planning and Rules Manager

LAC151013-01
Control Number

IM:JW:SW:MS
Attachment

¹ www.aqmd.gov/docs/default-source/ceqa/comment-letters/2012/october/i-710-corridor-october-2012.pdf

Attachment

General Comments:

- Tables 3-1 and 3-2 summarize the potential additional impact analyses currently proposed and currently not proposed for this project, respectively. The information contained in these tables is confusing and does not provide the reader with a clear understanding of what analyses will be included and what will be excluded. Furthermore, there is no explanation or information provided as to the rationale behind excluding analyses which should be included for CEQA projects. SCAQMD staff recommends that Tables 3-1 and 3-2 be revised to include additional information and justification as to why some analyses will not be included. For example it is unclear if localized air quality impacts from construction will be analyzed, and the rationale for excluding these impacts from the air quality analysis.
- The Revised Protocol should clearly state the significance thresholds being used for criteria pollutants, greenhouse gases, and TACs during the project construction, operation, and construction/operation overlap phases. Based on the Meeting Minutes of the I-710 EIR/EIS Corridor Project Committee on October 29, 2009, Caltrans had agreed to the use of SCAQMD's CEQA significance thresholds for assessing air quality and GHG impacts and the Revised Protocol should be updated to reflect this. The SCAQMD's CEQA significant thresholds can be found at <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.
- The Revised Protocol does not include information regarding the estimated construction schedule. This information should be included in the air quality analysis for the REIR/SEIS as it is important for determining the air quality impacts during interim years.
- The Revised Protocol does not indicate if any interim years will be modeled. Since this is a lengthy construction process, it is likely that the maximum project impacts will occur during a phase where the overlap of construction of one segment and operation of other completed segments will yield the highest emissions. Please indicate which interim or milestone years will be analyzed for the project and provide an explanation as to how those years were chosen. It is important to note that the use of a composite emissions scenario (i.e. the maximum emissions from each phase analyzed together in the same timeframe) is not recommended and should be avoided.
- Given the regional nature of this project, SCAQMD staff recommends that the mortality and morbidity impacts from the project be analyzed in the REIR/SEIS. SCAQMD staff looks forward to a meeting with Caltrans and its consultants to discuss this issue.
- When the REIR/SEIS is released for public review and comment, SCAQMD staff requests that electronic copies of all files used in the analysis be provided to SCAQMD staff for review. This includes electronic versions of all files used to develop emissions (e.g., spreadsheets), perform dispersion modeling (all input and output files), and any database files with the corresponding formulae, queries, and codes used.
- The Revised Protocol does not include the methodologies to be used to demonstrate conformity for PM Hotspots. The comments provided here by SCAQMD staff do not preclude future comments on any PM Hotspot protocols for this project.

Air Quality Analysis:

Quantification of Emissions from Construction Equipment:

- It is not clear what sources or models will be used to obtain the GHG and criteria pollutant emissions (SO₂, CO, PM_{2.5}) from construction equipment as the OFFROAD2011 model does not provide emission factors for these pollutants. If the PM₁₀ emissions from OFFROAD2011 will be used to derive the PM_{2.5} contribution, please refer to the SCAQMD's Final Methodology to Calculate PM_{2.5} and PM_{2.5} Significance Thresholds, which can be found at [http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-\(pm\)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf).
- SMAQMD's linear construction model is proposed to be used to estimate the construction emissions. The project proponent should ensure that this model includes updated the most recent EMFAC2014 and OFFROAD2011 models. Additionally, the emission rates from the use of new tiered equipment should also be included to ensure that quantification of Metro's Green Construction Policy is included in the analysis.

Quantification of Emissions from Construction and Operational Vehicles:

- The idling emissions from EMFAC2014 need to be included in the analysis.

Dispersion Modeling:

- On page ES.6, there is a statement that AERMOD version 15181 will be used only if it is compatible with AERMET version 14134. Please explain how this compatibility will be determined.
- In Section 3.2.1 on page 43, it is not stated if the latest version of AERMOD (currently version 15181) will be run in regulatory default mode. Please provide information on the use of the regulatory default settings. In later sections of the Revised Protocol, it is stated the NO₂ will be modeled with AERMOD. However, there is no mention on the use of which screening tier(s) will be utilized in the NO₂ air dispersion modeling. If Tier 3 screening (using OLM or PVMRM) is anticipated, then AERMOD will need to be run using the regulatory non-default settings. Please provide more information on NO₂ specific settings for AERMOD, and whether more refined data is needed, such as O₃ data.
- Reference 69 on page 47 states that the latest version of the AERMOD Implementation Guidance was issued in March 2009. This document was updated by EPA in August 2015 to include additional information on urban/rural determinations and capped/horizontal stacks. Please update the date in the document to reflect the latest Implementation Guidance issued by EPA.
- On page 50 of Section 3.2.4, it is stated that "As multiple stations were selected to identify the meteorological profile of the AOI, the selected meteorological data can be considered as on-site data, and one year of data will be used for air dispersion modeling." SCAQMD staff does not agree that the use of multiple meteorological stations in an analysis constitutes these stations as on-site stations, and that only one year of meteorological data is therefore required. Proximity of a meteorological tower to a

project does not imply adequate representativeness of meteorological conditions in the areas of interest. Without further justification, SCAQMD staff recommends the use of the most recently available five years of meteorological data, as is recommended in EPA's Guidelines on Air Quality Models (40 CFR Part 51, or Appendix W). In the event that five years of meteorological data is not available, as in the case with the Compton station, three years of the most recent available meteorological data should be used.

- In Table 3-10, page 52, it is stated that the volume source width used the road width multiplied by a factor of 2. Please provide detailed information as to why this factor was used in determining the volume source width. More guidance regarding standard techniques for modeling roadways can be found in section J.3.3 in Appendix J of EPA's "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas".
- Under the heading "Fine Grid Receptors" in Section 3.2.7, page 54, details are provided on the volume source exclusion zone and how receptors placed in the exclusion zone will be handled. Particularly, it states that "Ramboll Environ will exclude such receptors...from the analysis if needed. Furthermore, receptors falling in between the I-710 mainline and the freight corridor will be excluded from the analysis." Because there are people living adjacent to the I-710 freeway, the ambient air receptors should not be removed from the modeling domain due to being in the volume source exclusion zone. Instead, the volume sources should be adjusted according to EPA's guidance, such as in section J.3.3 in Appendix J of the "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas". One method would be to model each lane of traffic with individual volume sources. The analyses should not exclude impacts to sensitive receptors in close proximity to the freeway by removing receptors in the volume source exclusion zone, as these people are most susceptible to the impacts of the project. Instead, the analysis should be based on the most recent geometry and include any occupiable spaces as receptors in the model. This will ensure that the air quality impacts to the most susceptible population is disclosed in the REIR/SEIS.
- Section 3.2.8, page 55, states that background data provided in Table 3-11 is for the years of 2011 – 2013, as 2014 monitoring data is not yet available. 2014 monitoring data for CO and NO₂ is available on SCAQMD's Historical Data by Year website at <http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year>. Please update the background concentrations from 2011 – 2013 to 2012 – 2014. It should be noted though that monitoring station 72 (Long Beach North) was decommissioned in September 2013, so data for CO and NO₂ is not available for 2014 at this station. Also, the maximum 8-hour CO value for 2012 at Long Beach North was listed as 1.9 ppm. However, the 2012 value should be 2.2 ppm. Please correct Table 3-11 with the correct 2012 value.
- On page 53, Table 3-10, states that the initial vertical dimension and the release height for the entrained road dust are 1.2 meter and 1.3 meter above ground respectively. Please provide detailed explanations or revise the parameters used. Please refer to the guidance in section J.3.3 in Appendix J of EPA's "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas" and EPA's "Haul Road Workgroup Final Report" in 2012 at

http://www3.epa.gov/scram001/reports/Haul_Road_Workgroup-Final_Report_Package-20120302.pdf for more information.

- The Revised Protocol states that schools and other sensitive receptors will not be modeled. SCAQMD staff disagrees with this approach and recommends that all sensitive receptors in close proximity to the project should be identified and modeled as discrete receptors so that all air quality impacts and health risks to these receptors are disclosed.

Greenhouse Gases Analysis:

Quantification of Greenhouse Gases Impact:

- Please provide the proposed GWPs to be used to determine the GHG impacts from the project.
- The approach in the Revised Protocol as to the GHG impacts of the project is contrary to CEQA on climate change. It is not acceptable to dismiss the GHG impacts as being speculative. CEQA requires that a significance determination, based on substantial evidence, be made on the environmental topic of climate change.

Health Risk Assessment

Quantification of Air Toxics Emissions:

- The MSAT/TACs emission factors should either come from the emission speciation of total organic compounds and PM available from CARB. For diesel vehicles, the use of diesel particulate matter (DPM) without further speciation is acceptable.

HRA Modeling:

- In addition to OEHHA Revised Guidance, the project's HRA modeling needs to comply with the SCAQMD's HRA guidance and use the SCAQMD's updated specific modeling parameters. The SCAQMD's methodology for estimating health risk from the mobile source can be found at <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. The SCAQMD's updated HRA guidance and the modeling parameters can be found at <http://www.aqmd.gov/home/regulations/compliance/toxic-hot-spots-ab-2588>.
- Given the duration of construction for this project and that OEHHA now recommends that health risks can be estimated for projects as short as two months in duration, SCAQMD staff recommends a discussion with Caltrans and its consultants on how to prepare a HRA accounting for the temporally and geographically changing emission profile of this project as it is constructed and operated.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

NOV 13 2014

Ms. Carrie Bowen, Director
California Department of Transportation, District 7
100 S. Main Street, MS-16A
Los Angeles, California 90012

Subject: Comments on I-710 Corridor Project: Draft Air Quality, Greenhouse Gas, and Health Risk Assessment Revised Protocol for the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, Los Angeles County, California

Dear Ms. Bowen:

The U.S. Environmental Protection Agency (EPA) has reviewed the I-710 Corridor Project: Draft Air Quality, Greenhouse Gas, and Health Risk Assessment Revised Protocol for the Recirculated Draft Environmental Impact Report (RDEIR)/Supplemental Draft Environmental Impact Statement (SDEIS) located in Los Angeles County, California. EPA is a Participating Agency (as defined in 23 USC 139) and a Cooperating Agency (as defined in the National Environmental Policy Act, NEPA) for this project.

Thank you for the opportunity to provide feedback on the Draft Revised Protocol. We continue to believe that regular and continuous interagency coordination, in advance of publication of the RDEIR/SDEIS, is most beneficial for the overall project delivery timeline and for insuring potential environmental and health impacts are reduced as much as possible. This letter provides EPA input to foster early coordination between our agencies regarding both the preparation of the air quality analysis for the RDEIR/SDEIS as well as the transportation conformity analysis. We note that while we hope to address as many issues as possible through early coordination, EPA will provide additional feedback to California Department of Transportation (Caltrans) once the RDEIR/SDEIS is available for public review consistent with NEPA, Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA reviewed the Draft Environmental Impact Statement (DEIS) for the I-710 Corridor Project on September 20, 2012 and rated the zero-emission alternatives, Alternatives 6B and 6C, as "3" – Inadequate Information, and rated the "non-zero emission" Alternatives 5A and 6A as "EU-3" – Environmentally Unsatisfactory, Inadequate Information. In the next version of this Protocol, we recommend that Caltrans identify how the air quality and health related comments and issues identified previously in our September 2012 letter will be addressed. We also offer the following additional feedback for Caltrans consideration based on our review of the document provided.

Description of Alternatives

Section 2 briefly describes the Alternatives for analysis. The description in the Protocol is the same description of Alternatives also shared with EPA in June 2015. At that time, we provided written comments to Caltrans specifically requesting that Caltrans provide an updated description of the Alternatives to correct the incomplete descriptions. EPA received no response and the list of proposed Alternatives continues to include an incomplete and confusing description of what the RDEIR/SDEIS will analyze for the elements within each Alternative. We reiterate our request now, and ask that Caltrans clarify what specifically will be analyzed in the RDEIR/SDEIS.

It is critical that EPA, and other stakeholders, understand what will be included as elements of the Build and No Build Alternatives. This is required in order to accurately assess the adequacy of how Caltrans has documented environmental impacts, and to assess anticipated environmental impacts of the proposed actions. For example, if transit improvements and TSM/TDM/ITS and updated traffic signals will be included as elements of both alternatives, this will affect the analysis of air quality impacts from the project. In addition, the Protocol does not include enough information to understand how many lanes are being added and where exactly along the corridor the additional capacity will be built.

Recommendation: Please provide a more robust description of the alternatives as requested in July and reiterated in this letter as excerpted below.

Please clarify how many additional lanes of capacity are proposed for Alternative 5C. Also add a figure that illustrates the combination of features included in this alternative that clearly shows what is existing and what would be built under this alternative, (E.g., Are the buffered downtown-only lanes new lanes, or existing lanes that have been reconfigured? Are the truck bypass lanes additional lanes? Of what length?)

Excerpt from EPA letter to Caltrans on July 29, 2015:

Air Quality Improvement Measures and Other Components

These two sections list bulleted measures which are proposed as programmatic features to be included in the “overall funding commitments,” and “other components.” EPA recommends that the elements listed under these sections be more specific, in order to adequately analyze the potential environmental impacts. For example, rather than listing “Active Transportation Features (New Enhancements) such as River Park Pathway”, Caltrans should clearly identify each specific enhancement that will be implemented upon the signing of the Record of Decision for this project, and the RDEIR/SDEIS should fully evaluate the impacts of building each new enhancement. Without a clear delineation of what is being proposed and committed to with each Alternative, it will be difficult to accurately assess differences between the Alternatives and analyzing the full extent of environmental impacts may be challenging. EPA recommends that Caltrans assign each bulleted item listed as a component of 1) the No Action Alternative, 2) Alternative 5C, 3) Alternative 7, or 4) included for all Alternatives, just the Build

Alternatives, etc. and incorporate them into Caltrans' descriptions and analysis of each Alternative. For example, one "Other Component" is "improved bicycle and pedestrian elements of I-710 arterial interchange modifications." Another is "Active Transportation Features (New Enhancements), such as River-Park Pathway." We recommend that these be analyzed as a part of the build alternatives in the RDEIR/SDEIS, clearly identifying specific Enhancements/"Other Components" with each applicable Build Alternative, and clearly analyzing the impacts of each of those actions. We also recommend that Caltrans identify the I-710 Corridor Community Health program, with an estimated dollar amount, as a component of Alternative 5C and Alternative 7, so that this commitment can be analyzed as a part of the RDEIR/SDEIS.

Cumulative Impacts Analysis

Page ES-6 states that Cumulative Impacts analysis "will be done following the approach of describing the listing of the past, present, and probable future projects in the vicinity of the study, which complies with CEQA requirements of reporting cumulative impacts from the project. In addition, traffic-related GHGs will be discussed under cumulative impacts." Page 63 further states that "Maximum impacts from related projects will not be added together since those maximum impacts do not necessarily occur at the same location; rather, the magnitude of maximum impacts from related projects will be qualitatively discussed."

The section includes no reference to the Caltrans, EPA, and Federal Highway Administration (FHWA) collaboratively developed "Guidance for Preparers of Cumulative Impact Analysis" that is located on the Caltrans Standard Environmental Reference (SER) website http://www.dot.ca.gov/ser/cumulative_guidance/approach.htm. This guidance suggests the following eight steps as guidelines for identifying and assessing cumulative impacts:

- 1. Identify the resources to consider in the cumulative impact analysis by gathering input from knowledgeable individuals and reliable information sources. This process is initiated during project scoping and continues throughout the NEPA/CEQA analysis.*
- 2. Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impact analysis.*
- 3. Describe the current health and the historical context of each resource.*
- 4. Identify the direct and indirect impacts of the proposed project that might contribute to a cumulative impact on the identified resources.*
- 5. Identify the set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impact analysis*
- 6. Assess the potential cumulative impacts.*
- 7. Report the results of the cumulative impact analysis.*
- 8. Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact*

EPA does not agree with the proposal to only provide a qualitative analysis of cumulative air quality impacts in the RDEIR/SDEIS. In particular, Step 5 above states, "Identify the set of other current and reasonably foreseeable future action or projects *and their associated environmental impacts...*" As the above-referenced Caltrans guidance further states,

“Quantitative data are preferable, and they should be used whenever relevant data are available...such data can be critical to identifying avoidance and mitigation measures and preparing permit applications. If quantitative data are not available, consult with appropriate agencies as soon as possible.”

EPA believes there are, and will be, quantitative data available for some past, current, and reasonably foreseeable projects that will be critical to informing a conclusion of what cumulative impacts exist. This will inform avoidance and minimization measures, as well as mitigation measures, for the air quality impacts of the proposed project. Given that the proposed project is occurring in an area with some of the worst air quality in the nation, next to an already disproportionately burdened air quality setting and community, it is even more important that quantitative analyses of cumulative air quality impacts be provided where available. The Caltrans Guidance provides a section devoted to methods for assessing cumulative impacts – both quantitative and qualitative. Further, CEQ Guidance “Considering Cumulative Effects” Chapter 5 (<https://ceq.doe.gov/nepa/ccenepa/ccenepa.htm>) offers methods, techniques, and tools for assessing cumulative impacts. EPA is available to help identify available data sources for the cumulative impacts analysis.

In addition, the Protocol should reference the NEPA definition of cumulative impacts: “...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 Part 1508.7.)”

Recommendation: EPA recommends that the Protocol state that the Cumulative Impact analysis in the RDEIR/SDEIS will follow the Caltrans/FHWA/EPA collaboratively developed “Guidance for Preparers of Cumulative Impact Analysis” that is located on the Caltrans SER website. Specifically, EPA recommends that Caltrans link the context and severity of potential air quality impacts of this project, in the setting of the I-710 Corridor, to the determination of what methods and data to use for assessing cumulative impacts.

Given the context/setting of this project, EPA does not agree with a qualitative-only analysis of cumulative air quality impacts. EPA recommends that, where available, and consistent with Caltrans Guidance, Caltrans provide a quantitative analysis of the incremental air quality impacts of the action when added to other past, present, and reasonably foreseeable future actions.

EPA recommends that Caltrans also describe how the proposed analysis meets the requirements of NEPA (in addition to the California Environmental Quality Act, CEQA) and most recent FHWA or Department of Transportation (DOT) guidance regarding cumulative impacts analysis.

Environmental Justice and Disproportionate Impacts

The revised protocol does not indicate that an environmental justice analysis of any size or scope is planned.

Recommendation: Please refer and respond to the previously submitted comments (2012) regarding disproportionate impacts, including those related to PM_{2.5} (fine particulate matter) health impacts, mobile source air toxics (MSAT) risks, near roadway populations, children and other sensitive populations. The Protocol should be revised to include a section which describes how the Environmental Justice analysis will be conducted.

Recommendations for Interagency Consultation and Completion of a Project-Level

Transportation Conformity Analysis

Since this is a major new transportation facility located in an area that is designated as nonattainment for multiple ozone and PM_{2.5} standards as well as maintenance for carbon monoxide (CO) and PM₁₀ (coarse particulate matter), it is critically important that impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible.

Timing of Project Level Transportation Conformity Analysis

Page ES-7 states that an intended goal of consensus on the technical methodologies presented in this Protocol is to “ensure that the Project is completed in a timely manner” and that “the public and decision-makers receive sufficient information in the AQ, GHG, and health risk implications of the Project alternatives.” However, page ES-5 describes that the determination of project-level transportation conformity will be a separate process and that there will be a separate Protocol Development Process for this important air quality issue. It further states that “after review of the comments on the RDEIR/SDEIS, Caltrans (as the lead agency) will identify a preferred alternative. If the preferred alternative is determined to be a project of air quality concern, Ramboll Environ and LSA Associates will perform a quantitative PM₁₀/PM_{2.5} hot-spot analysis.”

Recommendation: EPA believes that the deferral of the analysis to determine if the project alternatives meet conformity requirements until *after* the public has provided feedback on the published RDEIS/DEIS neither “contributes to the project being completed in a timely manner”, nor “provides the public and decision-makers with sufficient information” regarding the air quality impacts of the project. EPA recommends that Caltrans perform the required analysis for project level transportation conformity in advance of publication of the RDEIR/SDEIS so that the public and decision-makers can be informed of the project’s ability to meet conformity requirements. In addition, performing the necessary modeling and analysis before publication of the RDEIS/SDEIS provides Caltrans and the funding partners a greater opportunity to revise the project design, or implement additional mitigation, if needed, in order to meet project level conformity requirements.

Project of Air Quality Concern Determination

Page ES.5 states “If the preferred project alternative is determined to be a Project of Air Quality Concern...” Project sponsors can affirmatively determine that a project is a Project of Air Quality Concern without consultation with the Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG). Based on our review of the

project alternatives, it is very likely that the project will be a Project of Air Quality Concern. Previous information indicated that the project would generate an increase of about 18,000 trucks, although the Protocol does not indicate whether the revised alternatives are expected to reduce average annual daily traffic (AADT) and Truck AADT estimates.

Recommendation: Please provide updated AADT and truck information for each of the alternatives by major vehicle type to inform the environmental documentation and the Project of Air Quality Concern determination process.

Consistent Methodology

Page ES.5 states Contractors “will prepare a separate PM Conformity Protocol Development Process that will discuss the technical approach for the PM₁₀ and PM_{2.5} hot-spot analyses. This Process will be developed in coordination with Caltrans and include consultation with USEPA and FHWA and other members of the Transportation Conformity Working Group (TCWG).” The relationship between the current Air Quality protocol and the future PM Conformity Protocol is unclear, as is the rationale for separating the two. Providing two separate air quality analyses of the project is likely to be inefficient and cause confusion for both the public and the interagency coordination process. Also, a project’s ability to demonstrate conformity, including whether it will cause or contribute to a NAAQS violation, is critical for the NEPA analysis.

Recommendation: As stated above, EPA recommends that Caltrans perform the required analysis for project level transportation conformity in advance of publication of the RDEIR/SDEIS so that the public and decision-makers can be informed of the project’s ability to meet conformity requirements.

Air Quality Modeling Methodology

EPA’s quantitative PM hot-spot guidance describes a series of analytical and modeling steps that a project sponsor can follow to ensure that the project meets the statutory and regulatory conformity requirements.

Recommendations: First, impacts of the project should be modeled, combined with background concentrations as described in Section 9 of EPA’s guidance, and compared to the relevant NAAQS. A hot-spot analysis for this project should consider traffic impacts not only from the transportation project, but also on potential nearby facilities. If the design values for the build scenario are less than or equal to the relevant NAAQS at all receptors, the project meets the conformity rule’s hot spot requirements and no further modeling is needed.

If the build scenario results in design values greater than the NAAQS, then the no-build scenario will also need to be modeled. The modeling results of the build and no-build scenarios should be combined with background concentrations as appropriate. If the design values for the build scenario are less than or equal to the design values for the no-build scenario on a receptor by receptor basis, then the project meets the conformity rule’s hot spot requirements.

Once the SCAG TCWG has concurred on the analysis, the quantitative analysis is typically considered as being acceptable for inclusion in the NEPA document.

Inclusion of Nearby Sources

Page ES.1 states “The purpose of the proposed I-710 Corridor Project... is to ...address projected growth in population, employment, and activities related to goods movement.” The Protocol does not discuss nearby sources. Nearby sources need to be included in air quality modeling when those sources would be affected by the project.

Recommendation: The hot-spot analysis should include nearby sources in the air quality modeling when those sources would be affected by the project. Marine ports are one example given in EPA’s PM hot-spot guidance (Section 8.2). Therefore, the Protocol should address the following specific question: What is the port activity at both ports expected to be in the analysis year, with and without the project, and what is the plan for modeling the change in activity at the Ports of Los Angeles and Long Beach, for CEQA/NEPA and for conformity?

Emission Models

Page 27 states “Although EMFAC2014 will be used for the AQ/GHG/HRA analyses to support the RDEIR/SDEIR, it has not yet been approved by EPA for use in project level conformity determination. Therefore, EMFAC2011 will be used for that purpose.” The Protocol indicates that EMFAC2011 (the 2011 version of California’s emissions factor model for on-road mobile sources) will be used to generate emission factors for use in the conformity analysis. While EMFAC2011 is currently the EPA-approved motor vehicle emission factor model in California, EPA may soon announce the availability of the EMFAC2014 model for use in state implementation plan development and transportation conformity in California.

Recommendation: EPA’s approval of the EMFAC2014 emissions model for SIP and conformity purposes will be effective on the date of publication of the notice in the Federal Register. If the air quality and conformity analyses are to be completed after EPA’s approval of EMFAC2014, the project analysis should be developed using the new model.

Reentrained Road Dust

Page 30 states “The second approach assumes that the increase in entrained road dust on freeways and major roadways would be proportional to changes in roadway centerline mileage, as is done for regional transportation budgets (i.e., SCAQMD AQMPs/SIPs).” Note that South Coast updated the methodology used in the 2012 AQMP in March of 2013 before EPA approval and CARB updated the statewide Miscellaneous Process Methodology, referenced in the air quality protocol, page 26 (footnote 28) to reflect growth of emissions proportional to changes in vehicle miles traveled (VMT). The updated paved road emissions were included in a March 19, 2013 letter to EPA and referenced in EPA’s April 8, 2013 (78 FR 20868) proposal approving the updated plan and associated emission budgets. Also, as stated in EPA’s previous comments, the use of centerline road mileage is inappropriate in project level conformity analysis since it does not account for differences between build and no-build options. The fact that the alternative method is insensitive to everything but the length of the road could lead to inaccurate results,

such as dust estimates that are exactly the same between the no-build and all of the build alternatives.

Recommendation: Use the updated methodology included in CARB's updated Methodology and in South Coast's 2012 AQMP for calculating reentrained road dust based on changes in VMT.

Construction Emissions / Analysis Years

Page 22 states that since AECOM will estimate construction activity data for each Project build alternative (Alternative 5C and 7), the methods/approaches used for developing these estimates are not discussed in the Revised Protocol. It is not clear whether this data will be included as a supplement or appendix of a future protocol. It is important to understand the timing and geographic distribution of the construction activity to determine the impact of construction emissions, which analysis construction emissions should be included, and potential overlap of construction and operational emissions. With regard to timing, the protocol indicates that 2035 is the expected analysis year. However, there needs to be an explanation in the analysis for why this year is thought to be the year with the highest expected emissions. For conformity, the analysis year must be the year with the expected highest emissions. In particular, if the construction emissions are phased within the project, there may be a year where segments of the project are open to traffic while construction emissions for other segments are present. If this is the case, there may be a year before 2035 with higher potential impacts.

Recommendation: EPA recommends the methods/approaches used for developing estimates of the construction activity data for each of the build alternatives be included in the protocol, or provide details to EPA about where and when this information will be provided for interagency feedback. In addition, the Protocol should identify how Caltrans will demonstrate what project year, including interim years between project initiation and full project build out, will result in the highest expected emissions. This is critical information before determining that 2035 will be the expected analysis year.

Dispersion Modeling Source Characterization

Page 52, Section 3.2.6 states "...emissions generated by freeway traffic will be modeled in AERMOD as a series of adjacent volume sources, which is an accepted practice for modeling mobile sources in a dispersion model." Volume sources are acceptable, but please note that area sources are easier to characterize correctly. Table 3-10 of the document seems to indicate that volume sources will be sized the width of the full roadway. However, if using volume sources, volume source width should be < 8 m, so for a highway of more than three lanes, multiple volume sources will be needed across the width of the facility. Relevant information can be found in EPA's PM hot-spot guidance updated November 2015, in Appendix J, Section J.3.¹

¹ EPA's PM hot-spot guidance can be downloaded from

<http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#pm-hotspot> . Please see also the information in "PM Hot-spot Modeling: Lessons Learned in the Field" presentation, pp. 12 – 19. This presentation is found on the web at: <http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm#training> . For a direct link to the PDF presentation, see: <http://www.epa.gov/otaq/stateresources/documents/hotspot-lessons-learned-trb.pdf> .

Recommendation: Consider using area sources because they are easier to characterize correctly. If volume sources are used, ensure they are characterized consistent with the above mentioned guidance and check back with EPA to confirm accurate use of volume sources.

Receptor Placement

Page 53, Section 3.2.7 states "... (note that the conformity hot-spot analyses will have a different set of receptors)." As mentioned in our earlier comment, having two air quality modeling results for the same project will likely be confusing to agencies and the public reviewing the project's impacts, and seems to be an inefficient use of modeling resources.

Recommendation: EPA recommends setting up receptors for conformity and using only one set of receptors.

Meteorological Data

Page 50 states "As multiple stations were selected to identify the meteorological profile of the AOI, the selected meteorological data can be considered as on-site data, and one year of data will be used for dispersion modeling." Based on examination of Figure 11, the meteorological data stations selected for use are 0.5 miles, 1 mile, and 3.5 miles away from I-710. Furthermore, this transportation project is 18 miles long, which means that even if the meteorological data stations were located in the middle of the road, the data would not be local to anything more than a few hundred meters. However, the meteorological data from each of these sites has to represent the met data for portions of the road that are several miles away. For the PM hot-spot conformity analysis, these cannot be considered on-site meteorological data stations, and thus the choice to use one year of meteorological data is inappropriate.

Recommendation: The PM hot-spot analysis dispersion modeling must be done with five years of meteorological data rather than just one.

Background Concentrations

Page 55 states "Since there are many air pollution sources in the port area, air monitors in the coastal zone would be considered as source monitors and would not be appropriate." The air monitors in the coastal zone may be appropriate as background monitors. They may appropriately characterize the background air quality, which includes the impact of the port.

Page 56, Table 3-11 lists nitrogen dioxide (NO₂) and CO Background Concentrations Recorded at Ambient Air Quality Monitoring Stations within the Area of Interest. Background concentrations for PM₁₀ and PM_{2.5} and ozone are not included in this table.

Recommendation: Please revise the protocol to reflect that air monitors in the coastal zone may be appropriate as background monitors. Include background concentrations for PM₁₀, PM_{2.5} and ozone in Table 3-11.

Questions and Recommendations for Additional Data to Support Air Quality Analyses

Traffic Data

Page 25 states “[the contractor] will run a modified version of the SCAG Regional Transportation Plan Travel Demand Model (hereafter referred to as the “I-710 Traffic Model”) to estimate the traffic activity data...”

Recommendation: Please describe in the Protocol how the travel demand model is being “modified.”

Page 42 states “For the purposes of this analysis, AECOM has calculated the VMT fraction of port and non-port HHDT’s that would be ZE/NZE. That fraction will be applied in emissions and modeling analysis”

Recommendation: Please explain how the VMT fraction was calculated and include the fraction and the associated assumptions in the Protocol.

Emission Trends

On page 33-36, Figures 6 and 8 display emission trends of Heavy Duty Trucks in the study area, however, it is not clear what VMT and emission modeling assumptions the graphs are based on.

Recommendation: Please add the assumptions that the emission estimates are based on to the Protocol. Specifically, add a discussion on how truck VMT changes over this timeframe, explain how tire wear does not increase significantly, and whether re-entrained road dust is based on growth in VMT or roadway centerline miles.

Additional Data Requests for Modeling Protocol

Since the PM hotspot modeling protocol has not yet been developed, we are providing specific recommendations for the preparation of the PM hotspot modeling protocol. As indicated previously, we suggest that the PM hotspot modeling analysis be completed prior to publication of the RDEIR/SDEIS. Please revise the Protocol provided to include the PM hotspot modeling protocol.

Recommendation: EPA requests that the following data be included in the protocol:

- Graphical presentation of each project alternative.
- Discussion of the specific geographic area(s) covered by the analysis and why those portions of the project to be modeled represent the highest potential concentrations.
- Traffic Data (AADT), by major vehicle class (heavy, medium and light duty) summarized in spreadsheet for build vs no build.
- Explanation of why the chosen analysis year has the maximum expected emissions.
- Discussion of the background data to be used and what method will be used to determine design values and which meteorological station will be used to model each segment of the project.
- Details regarding how EMFAC will be applied.

- The fraction of heavy-heavy duty trucks (HHDTs) that are zero emission/near zero emission (ZE/NZE), and some discussion of how the hot-spot analysis will document this assumption, for example including written commitments per 40 CFR 93.123(c)(4), as necessary.
- Graphic display of emission sources. The following link contains examples of how the emission sources should be characterized and modeled:
<http://www.epa.gov/otaq/stateresources/documents/hotspot-leasons-learned-trb.pdf>
- Description of any potential nearby sources impacted by the project.
- Graphical display of receptor grids around the segments of the project to be modeled.

Health Impacts Due to Construction Activities

Construction impacts from this project may negatively impact both air quality and public health. As we commented in our September 20, 2012 letter on the DEIS, the Protocol only quantifies worst-case, project-wide construction emissions, but does not quantitatively evaluate construction-related changes in criteria pollutant ambient concentrations, MSAT risk, or PM_{2.5} mortality and morbidity. Construction impacts should be quantitatively evaluated in a revised protocol.

Recommendation: Please revised the Protocol to include modeling to capture the following construction-related impacts:

- MSAT emissions.
- Dispersion modeling for estimating criteria pollutant and MSAT concentrations.
- MSAT human health risk assessment.
- PM health impact assessment.

Construction impacts should be added to operational impacts for interim years, including the peak construction years and ideally every five years between the current year and final build year.

As we previously commented in our September 20, 2012 letter on the DEIS, construction-related impacts should be quantitatively predicted using the following two approaches: First, the revised or supplemental Draft EIS should estimate the project-wide magnitude of construction impacts by using simple assumptions of emissions occurring throughout the linear project and spread out over the build years. This would provide a first-cut estimate of impacts throughout the project area. Second, the revised or supplemental Draft EIS should consider an example construction phase and quantitatively evaluate the likely impacts for a model segment. More detailed assumptions should be possible for this segment, including improvements on assumptions for construction phasing, proximity to populated areas, and duration of impacts. For this more detailed example, EPA recommends evaluating a geographic area that is more highly populated and/or in closer proximity to construction activities.

The Protocol should describe how Caltrans will analyze the impacts that will result from the construction that will be phased over time at different locations around the facility.

This information is needed to inform any possible decision to remove construction impacts from the transportation conformity hot spot analysis. Further, the Protocol should reflect that Caltrans will include this information to determine what interim year, or build out year of 2035, has the maximum expected emissions. The information would also be helpful for SCAG as they include the emissions from the various construction phases into the regional conformity analysis for the appropriate years; dust from road construction has already been included in the PM₁₀ and PM_{2.5} motor vehicle emission budgets for the area.

PM Mortality and Morbidity

In our September 20, 2012 letter on the DEIS, EPA made a number of comments and recommendations regarding the importance of providing an assessment of the PM-related health impacts associated with the build alternatives in the EIS. EPA continues to expect that exposures to elevated concentrations of PM_{2.5} will likely have large impacts to public health, and therefore a quantified analysis of those impacts should be presented in the REIS/SDEIS. However, Section 3.4 of the current revised protocol states that, “In light of the uncertainty in quantifying PM mortality and morbidity...our analysis...will be a qualitative assessment...” (pg. 61). We disagree with a number of the statements made in this section, including the erroneous conclusion that a quantified PM_{2.5} health impacts analysis is too uncertain to provide a meaningful characterization of the health impacts associated with each build alternative.

The estimation of PM-related health impacts is widely practiced in regulatory and policy analysis and planning. Well established and peer-reviewed methods exist to allow for the quantification of health risks at both the national and regional levels. Section 3.4 references a few of these studies, conducted by ARB in 2006 and the Port of Long Beach in 2009, but then proceeds to misinterpret the underlying uncertainty as a justification for inaction. Acknowledging uncertainty is an important component of any health impacts analysis, but the results provide a reasonable characterization of the potential health risk associated with each build alternative, which is useful to decision-makers and the stakeholders when weighing the pros and cons between alternatives.

Recommendation: Revise Section 3.4, first paragraph, to reference more up-to-date citations regarding the scientific foundation for characterizing PM-related health impacts. We suggest providing a reference to EPA’s PM Integrated Science Assessment (PM ISA), which accurately reflects the latest scientific knowledge that indicates the kind and extent of identifiable effects of PM_{2.5} on public health.²

Furthermore, the PM ISA states that, “Collectively, the evidence is sufficient to conclude that the relationship between long-term PM_{2.5} exposures and mortality is causal.”

Recommendation: Please revise the first sentence of the first full paragraph on pg. 60 to read, “The PM ISA reviewed numerous epidemiological studies and concluded that the relationship between long-term PM_{2.5} exposures and mortality/morbidity is causal.”

² U.S. EPA’s 2009 Final Report: Integrated Science Assessment for Particulate Matter (U.S. Environmental Protection Agency, Washington, DC, EPA/600/R-08/139F, 2009) can be found here: <http://cfpub.epa.gov/ncea/cfm/recordisplay.cfm?deid=216546>.

Section 3.4 refers to a CARB, 2006 report [*Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach – Final Report*] as an example of estimating PM-related mortality and morbidity. Please include the additional following recent and analytically rigorous references. Two more examples should also be referenced –

Recommendation: Section 3.4 should reference the following two documents: EPA's "*Quantitative Health Risk Assessment for Particulate Matter (PM HRA) (2010)*" and ARB's "*Estimate of Premature Deaths Associated with Fine Particle Pollution (PM_{2.5}) in California Using a U.S. Environmental Protection Agency Methodology (2010)*."³

EPA's PM HRA included case studies focused on 15 urban areas, including Los Angeles. LA was chosen as one of the 15 areas based on the following criteria:

- Inclusion in U.S. EPA's previous PM risk assessment
- Availability of mortality rates, air quality data, and epidemiological models in the selected urban areas
- Preference for locations with high PM_{2.5} concentrations
- Adequate representation of the spectrum of conditions across the U.S. potentially affecting PM-related risk, including the mix of sources, particle composition and other factors

The PM HRA controlled for many of the uncertain and variable elements that Section 3.4 identified as sources of significant uncertainty. The ARB study conducted a thorough review and evaluation of EPA's analysis and developed an application of these methods for use in California. Both EPA's and ARB's analyses are examples of how to structure a credible regional health impacts analysis.

Recommendation: Please revise the Protocol to adopt a similar method for estimating PM-related health impacts as described above. EPA is available to discuss how to develop such a methodology for the next version of the protocol.

Section 3.4, pp. 60-61, erroneously applies statements relevant to traditional, quantified air toxics cancer risk assessment to the analysis of non-cancer health impacts.⁴ In a traditional air toxics exposure and risk assessment (e.g., diesel PM and other mobile source air toxics), cancer risk estimates are derived in the presence of significant uncertainty and are developed to ensure that risks are not under predicted. On the other hand, the relationship between exposures to criteria pollutants such as ambient concentrations of PM_{2.5} and human health are well-established by the literature (see comments regarding the PM ISA and causality above). Concentration-response

³ EPA's PM Risk Assessment can be found here:

http://www3.epa.gov/ttn/naaqs/standards/pm/data/PM_RA_FINAL_June_2010.pdf. ARB's mortality analysis can be found here: http://www.arb.ca.gov/research/health/pm-mort/pm-report_2010.pdf.

⁴ The protocol pulls its statement about risk assessment uncertainty from the CARB, 2006 paper, "Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach – Final Report." That analysis was primarily an exposure assessment and risk characterization related to diesel PM emissions, not unlike the air toxics health risk assessment described in Section 3.3 of the revised protocol. The statement about risk uncertainty did not apply to the report's supplemental analysis of non-cancer health endpoints related to ambient PM concentrations attributable to directly emitted diesel PM.

functions, and the health risk they quantify, represent a point estimate (or best estimate) of the quantified health impact and have a range of uncertainty that is distributed both above and below the point estimate. Some of this uncertainty can be accounted for quantitatively (e.g., as confidence intervals around the point estimate), while some of it is unquantified. However, there is no built-in bias (in terms of forcing over- or under-prediction) when estimating human health impacts.

Recommendation: We recommend removing text about no built-in bias from the Protocol. We also recommend deleting the last paragraph of Section 3.4. Emissions alone provide a poor substitute for the actual health risk from population exposure to ambient concentrations of PM_{2.5}. A health impacts assessment will reflect population exposure to elevated pollutant levels and will illuminate how the elevated pollutants emitted from each of the alternatives differentially impacts the populations in the affected region.

GHG Emissions Analysis

On December 18, 2014, the Council on Environmental Quality released revised draft guidance for public comment that describes how federal departments and agencies should consider the effects of greenhouse gas emissions and climate change in their National Environmental Policy Act reviews. The revised draft guidance supersedes the draft greenhouse gas and climate change guidance released by CEQ in February 2010. This guidance explains that agencies should consider both the potential effects of a proposed action on climate change, as indicated by its estimated greenhouse gas emissions, and the implications of climate change for the environmental effects of a proposed action.

CEQ recognizes that many agency NEPA analyses to date have concluded that GHG emissions from an individual agency action will have small, if any, potential climate change effects. Government action occurs incrementally, program-by-program and step-by-step, and climate impacts are not attributable to any single action, but are exacerbated by a series of smaller decisions, including decisions made by the government. Therefore, the statement that emissions from a government action or approval represents only a small fraction of global emissions is more a statement about the nature of climate change challenge, and is not an appropriate basis for deciding whether to consider climate impacts under NEPA. Moreover, these comparisons are not an appropriate method for characterizing the potential impacts associated with a proposed action and its alternatives and mitigations.⁵

The CEQ also suggests that if an agency determines that evaluating the effects of GHG emissions would not be useful in the decision making process and to the public to distinguish between the proposed action, alternatives and mitigations, the agency should document the rationale for that determination.

On Page ES-7, the document states, “With respect to GHG emissions, 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

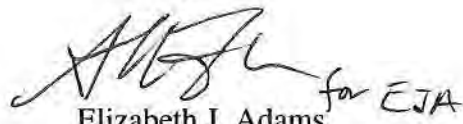
⁵ Council on Environmental Quality. *Guidance on Considering Climate Change in NEPA Reviews*. Dec 2014. Print.

regarding the project's impact with respect to climate change." The document references the Caltrans Standard Environmental Reference, yet does not mention CEQ Draft Greenhouse Gas Emissions Guidance. In its role as lead agency under NEPA per assignment from FHWA, EPA recommends that Caltrans reference the draft CEQ GHG Guidance in the Protocol.

Recommendation: EPA recommends that Caltrans update the Protocol to reflect how Caltrans is addressing this project in the context of the draft CEQ guidance or the finalized CEQ guidance, if it is finalized in advance of the publication of the RDEIR/SDEIS. The Protocol should describe how the GHG emissions will be estimated and projected emission will be used to distinguish between the proposed action, alternatives and mitigations. The RDEIR/SDEIS should describe how climate change could affect the project area, specifically within sensitive areas, and assess how the projected impacts of the project could be exacerbated by climate change.

We look forward to continued participation in this project as a Participating Agency and a Cooperating Agency, and opportunities for early coordination. Please contact Karina OConnor of my staff at (775) 434-8176 to set up a conference call between Caltrans and EPA to discuss these comments.

Sincerely,


Elizabeth J. Adams
Acting Director, Air Division

cc: via email: Bryan Pennington, Metro
Dr. Barry Wallerstein, South Coast Air Quality Management District
Susan Nakamura, South Coast Air Quality Management District
Kurt Karperos, California Air Resources Board
Brenda Powell-Jones, Caltrans Headquarters
Vince Mammano, CA Division of Federal Highway Administration



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

APR 18 2016

Ms. Carrie Bowen, Director
California Department of Transportation, District 7
100 S. Main Street, MS-16A
Los Angeles, California 90012

Subject: EPA Comments on the February 5, 2016 Caltrans "Part 1" Response to Comments on the Air Quality, Greenhouse Gas, and Health Risk Assessment Revised Protocol for the Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement, Los Angeles County, California

Dear Ms. Bowen:

The U.S. Environmental Protection Agency (EPA) has reviewed the February 5, 2016 Response to Comments that were prepared in response to EPA's November 13, 2015 letter documenting EPA feedback on the I-710 Corridor Project: Draft Air Quality, Greenhouse Gas, and Health Risk Assessment Revised Protocol for the Recirculated Draft Environmental Impact Report (RDEIR)/Supplemental Draft Environmental Impact Statement (SDEIS). EPA is a Participating Agency (as defined in 23 USC 139) and a Cooperating Agency (as defined in the National Environmental Policy Act, NEPA) for this project.

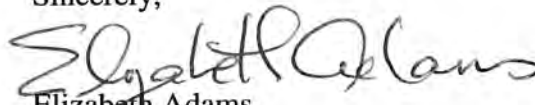
We appreciate the opportunity for continued dialogue on the Air Quality and Health Risk Assessment (AQ/HRA) Protocol and offer the attached table of further comments on the Protocol and the draft responses to date. Our additional comments address several of California Department of Transportation's (Caltrans) "Part 1" draft responses to EPA's feedback, primarily the need for additional project and analysis information earlier in the process, potential problems with separate analyses for NEPA/CEQA and transportation conformity, and concerns about assumptions for increased travel with the build alternatives versus the No Build. We understand that Caltrans is still working on "Part 2" of the Response to EPA's comments provided in our November 13, 2015 letter, as indicated in the February 5, 2016 table prepared by Caltrans. Many of the items identified as concerns in our November 12, 2015 letter were still "in process" as of February and we hope to provide EPA's input on those outstanding topics as soon as possible to continue to foster early coordination.

Please contact us to schedule a follow-up meeting to discuss the remaining concerns related to the "Part 1" items in the attached table and to share with EPA Caltrans responses to the outstanding "Part 2" items not yet addressed from our November 13, 2015 letter.

We note that while we hope to address as many issues as possible through early coordination, EPA will provide additional feedback to Caltrans once the RDEIR/SDEIS is available for public review consistent with NEPA, Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

If you have any questions, please contact me at (415) 972-3183 or Karina O'Connor at (775) 434-8176 (Air Quality Specialist), or Debbie Lowe Liang at (415) 947-4155 (NEPA Reviewer).

Sincerely,



Elizabeth Adams
Deputy Director, Air Division

Enclosures: "Part 1" Response to EPA Comments on AQ/HRA Protocol
EPA Comments on the "Part 1" Response

cc: via email: Bryan Pennington, Metro
Wayne Nastri, South Coast Air Quality Management District
Susan Nakamura, South Coast Air Quality Management District
Kurt Karperos, California Air Resources Board
Brenda Powell-Jones, Caltrans Headquarters
Vince Mammano, CA Division of Federal Highway Administration

April 15, 2016 - EPA Comments on the I-710 Corridor Project “Part 1” Response to EPA November 13, 2015 Comments on AQ/HRA Protocol discussion draft,” dated February 5, 2016. (Part 2 of Response to EPA Comments has not yet been received)

Comment Number	
1	Original EPA Comment: In the next version of this Protocol, EPA recommends that Caltrans identify how the air quality and health related comments and issues identified previously in our September 2012 letter will be addressed.
	EPA Follow-up Comment: Caltrans has indicated that the revised Protocol has been prepared consistent with their August 30, 2013 draft responses to EPA’s September 2012 comments. Caltrans’ 2013 response to comments letter is no longer valid. Due to the changes in the project design, the responses in the 2013 letter are outdated. Please address outstanding comments from our past 2012 DEIS, noting how Caltrans will be addressing each comment provided in the September 2012 comment letter, since there are multiple outstanding issues that were not fully addressed. We request a meeting to discuss EPA’s comments and Caltrans’ response.
2	Original EPA Comment: Please clarify how many additional lanes of capacity are proposed for Alternative 5C. Also add a figure that illustrates the combination of features included in this alternative that clearly shows what is existing and what would be built under this alternative, (e.g., Are the buffered downtown-only lanes new lanes, or existing lanes that have been reconfigured? Are the truck bypass lanes additional lanes? Of what length?)
	EPA Follow-up Comment: Caltrans has stated that a more robust description of project alternatives will be provided in the Recirculated Draft Environmental Impact Report/Supplemental Environmental Impact Statement (RDEIR/SDEIS). In order for us to provide meaningful feedback as a cooperating agency and a participating agency for this project, consistent with the intent of early coordination under Section 23 USC Title 39, Caltrans should share sufficient details about the project alternatives for EPA to fully evaluate the effects of each alternative. The description of the project is the fundamental basis of Caltrans’s protocol and critical for EPA’s understanding of this project and its environmental impacts. Please share these details as soon as available.
5	Original EPA Comment: Since this is a major new transportation facility located in an area that is designated as nonattainment for multiple ozone and PM2.5 standards as well as maintenance for carbon monoxide (CO) and PM10 (coarse particulate matter), it is critically important that impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible.
	EPA Follow-up Comment: Caltrans has indicated that they will prepare a separate protocol for the PM10/PM2.5 conformity analysis. EPA continues to recommend that Caltrans commit to completing the project-level transportation conformity analysis prior to the release of the Supplemental Draft EIS, and include the results in the SDEIS. Because the ability to meet transportation conformity requirements will be very challenging for this project in this location, it is critical that Caltrans allow as much time as possible to work with EPA and South Coast Air Quality Management District (SCAQMD) to insure that all project design and mitigation considerations are integrated into the proposal as early as possible, so as not to delay project delivery. Integrating the two processes meets the intent of recent national direction to synchronize permitting with NEPA. EPA questions the basis for Caltrans to choose to pursue the two processes on different timelines. Should Caltrans choose to delay the analysis of project-level transportation conformity until after the NEPA analysis, EPA is concerned that the completion of the environmental review and permitting will be delayed and EPA’s comment letter on the SDEIS will reflect the lack of analysis.

6 and 8	Original EPA Comment: EPA recommends that Caltrans perform the required analysis for project level transportation conformity in advance of publication of the RDEIR/SDEIS so that the public and decision-makers can be informed of the project's ability to meet conformity requirements.
	EPA Follow-up Comment: Caltrans did not provide an additional written response, but we offer the following additional comments on the conformity analysis based on our follow-up technical discussions with Caltrans. EPA's November 2015 PM hot-spot guidance clarifies that placement of receptors for conformity analysis should be done "consistent with EPA's general guidance for any air quality modeling; there are no longer special considerations for receptor placement for either the 24-hour or annual PM2.5 NAAQS (National Ambient Air Quality Standards)." We understand the desire to set up a larger receptor grid, of sufficient resolution, to screen for potential locations where the maximum concentration may occur since the peak concentration may not be located right next to the facility. However, we do not have enough information to be able to determine if the modeling will be done sufficiently to capture the concentration gradients around the locations of maximum modeled concentrations. We are also concerned that the NEPA/CEQA AERMOD modeling will be done differently than for conformity, and that the resulting concentration gradients may also be different and cannot be used to screen potential locations for maximum concentrations
9	Original EPA Comment: Impacts of the project should be modeled, combined with background concentrations as described in Section 9 of EPA's guidance, and compared to the relevant NAAQS. A hot-spot analysis for this project should consider traffic impacts not only from the transportation project, but also on potential nearby facilities.
	EPA Follow-up Comment: Caltrans has stated that the AQ/HRA protocol describes the methodologies that will be used to perform air quality analyses satisfying CEQA and NEPA requirements, and that a separate PM hot-spot protocol will cover the analysis for project level conformity. It is not clear why two separate methodologies will be used to estimate air quality impacts to satisfy the requirements for NEPA/CEQA and conformity. While we understand the desire to focus the NEPA/CEQA analysis on a comparison of the alternatives and limit the conformity analysis to the preferred alternative, the NEPA/CEQA document must still evaluate the potential of the project to impact all applicable NAAQS for the area.
10	Original EPA Comment: The hot-spot analysis should include nearby sources in the air quality modeling when those sources would be affected by the project. Marine ports are one example given in EPA's PM hot-spot guidance (Section 8.2). Therefore, the Protocol should address the following specific question: What is the port activity at both ports expected to be in the analysis year, with and without the project, and what is the plan for modeling the change in activity at the Ports of Los Angeles and Long Beach, for CEQA/NEPA and for conformity?
	EPA Follow-up Comment: Caltrans has stated that the increase in capacity on I-710 under the build alternatives is not expected to influence demand for growth at the Ports, that growth of port cargo handling capacity at the Ports would not substantially increase travel demand on I-710, and therefore the forecast of port activity is the same for Alternatives 5C and 7 as for the No Build. The premise that port activity is not impacted by the project seems unlikely, inconsistent with statements made by the ports and inconsistent with recent policy direction from Caltrans acknowledging induced demand. Caltrans has stated that the No Action Alternative for this project would have the same assumed "forecast of port activity", or port related traffic volumes as the two build alternatives. One stated purpose of the project is to accommodate activities related to goods movement. Further, Caltrans has acknowledged through posting a policy brief to Caltrans website in November 2015 that increasing highway capacity is likely to increase vehicle miles traveled (http://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf).

	<p>Furthermore, as was discussed in our comments on the previous DEIS, the assumption of full goods movement traffic for all build alternatives would cause an overestimate of the impacts of the no-build alternative, which then makes the impacts of the build alternative look smaller in comparison. On our February 8, 2016 phone call, Caltrans stated that there was documentation from 2008 demonstrating that port activity would be the same with and without the project, and that this report could be shared with us. We would appreciate seeing it, but note that an analysis done in 2008 may be outdated at this point. We would like to understand what assumptions were made in this analysis and whether they are still valid today, particularly given Caltrans policy acknowledgement related to induced travel. EPA recommends that Caltrans include a robust analysis of the induced demand impact of adding capacity as it related to goods movement activity and that this be reflected in the assumption of traffic volumes for each of the alternatives and the no build for comparing the impacts in the air quality analysis, traffic conformity analysis, health risk assessment, and all other resource areas to be addressed in the Supplement Draft EIS.</p>
11	<p>Original EPA Comment: EPA's approval of the EMFAC2014 emissions model for SIP and conformity purposes will be effective on the date of publication of the notice in the Federal Register. If the air quality and conformity analyses are to be completed after EPA's approval of EMFAC2014, the project analysis should be developed using the new model.</p>
	<p>EPA Follow-up Comment: EMFAC2014 was approved in December of 2015, well before the February 5, 2016 response to EPA. We request that Caltrans confirm that EMFAC2014 will be used in this analysis.</p>
14	<p>Original EPA Comment: If volume sources are used, ensure they are characterized consistent with the above mentioned guidance and check back with EPA to confirm accurate use of volume sources.</p>
	<p>EPA Follow-up Comment: Caltrans' consultant team stated that the approach in the AQ/HRA protocol is the best way to disclose the near-field and far-field impacts of the 18-mile long project, and that modeling traffic as volume sources is consistent with non-conformity CEQA/NEPA analyses for transportation and goods movement projects, including ports and rail yards. While it is correct that volume sources are acceptable for characterizing roadways in AERMOD, the procedures for characterizing these volume sources in the AQ/HRA protocol are not specific enough to determine if the sources will be set up appropriately. EPA commented on the DEIR for the previous project on I-710 that the characteristics of the volume sources used as AERMOD model inputs, such as the location and number of volume sources, the release heights, and the initial sigma y and sigma z, were not clearly justified and appeared to be inappropriate. Caltrans should provide information beyond the total number of volume sources for EPA to review and comment on the validity of dispersion modeling. EPA's quantitative PM hot-spot guidance should be followed for establishing these parameters. We would appreciate having this information before the modeling runs are started to save both agencies time and effort. It would be especially helpful to have one or more diagrams that show the limits of the project, how volume sources will be spaced, and where receptors will be located.</p>
15	<p>Original EPA Comment: EPA recommends setting up receptors for conformity and using only one set of receptors.</p>
	<p>EPA Follow-up Comment: As noted above, Caltrans has indicated that there will be separate analyses for CEQA/NEPA and for conformity, with a justification that the requirements are different, and that the CEQA/NEPA analysis will help inform the future PM hot-spot analysis. EPA remains concerned that there will be two modeling efforts for this project, which will be confusing to the public and decision-makers.</p>
16	<p>Original EPA Comment: The PM hot-spot analysis dispersion modeling must be done with five years of meteorological data.</p>
	<p>EPA Follow-up Comment: The protocol states that the POLB, LGBH, Compton (CMPT), and CELA stations will be used in the analyses and that further review of the</p>

	<p>AERMOD-ready meteorological data available from the SCAQMD shows that the only common calendar year of data available across all these meteorological stations is 2009. The protocol also notes that SCAQMD does not have five consecutive years of meteorological data available for all stations. Given this information, the met data set that is available and appropriate for each site should be used. The data should not be limited to years that are available for all sites. Nonconsecutive years can be used if five consecutive years are not available.</p>
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DEPARTMENT OF TRANSPORTATION

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*Serious drought.
Help save water!*

May 19, 2016

Ms. Elizabeth J. Adams
Acting Director, Air Division
United States Environmental Protection Agency, Region IX
75 Hawthorne Street
San Francisco, California 94105-3901

Subject: USEPA's Comments on the I-710 Corridor Project Draft Revised Air Quality/Greenhouse Gas/Health Risk Assessment (AQ/GHG/HRA) Protocol

Dear Ms. Adams,

As a follow up from our call on February 8, 2016, please find attached updated responses to USEPA's comments on the draft revised AQ/GHG/HRA Protocol received on November 13, 2015 as well as follow up comments received on April 18, 2016. Also attached is a schematic showing the alternatives under consideration, as well as the project description to be included in the revised technical studies. Additionally, the following information will be provided to USEPA in advance of submitting the Administrative Draft Recirculated Draft Environmental Impact Report/Supplemental Environmental Impact Statement (RDEIR/SDEIS) to USEPA for review:

- Qualitative PM conformity analysis elements including air monitoring stations for conformity analysis and project location, traffic information, and emission factors for PM₁₀ and PM_{2.5} using EMFAC 2014 and CARB unpaved road methodology.
- 2016 non-conformity results for PM₁₀ and PM_{2.5}.
- Potential quantitative analysis locations.
- Presentation that summarizes this information and next steps.

Additionally, updated responses to USEPA's comments on the 2012 Draft EIR/EIS will be provided upon completion of the AQ/HRA analysis and included in the Administrative Draft RDEIR/SDEIS. Please let us know if you have any questions regarding the status of the I-710 Corridor Project.

Sincerely,

A handwritten signature in blue ink that reads "Ronald Kosinski".

RON J. KOSINSKI
Deputy District Director
Division of Environmental Planning

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June 1, 2017

VIA EMAIL

In reply refer to: FHWA120307B

Kelly Ewing-Toledo
Environmental Branch Chief, Cultural Resources Unit
Caltrans District 7
100 South Main Street, Suite 100, M-S 16A
Los Angeles, CA 90012-3606

Subject: Determination of Eligibility for the Proposed Interstate 710 Corridor Project
between Ocean Boulevard and the State Route 60 Interchange, Los Angeles
County, CA

Dear Ms. Ewing-Toledo:

Thank you for consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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 (PA)*.

The Los Angeles County Metropolitan Transportation Authority, in cooperation with Caltrans, the Gateway Cities Council of Governments, the I-5 Joint Powers Authority, the Ports of Los Angeles and Long Beach, and the Southern California Association of Governments, propose improvements to the I-710 Corridor from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60). Since 2012 the project description has changed. Three alternatives are currently under consideration for the project. Alternative 1 is a No Build Alternative. Alternative 5C (Modernize the I-710 Freeway) proposes increasing the number of general purpose lanes on the freeway and reconfiguring the access points to/from I-710 and its crossing freeways. Alternative 7 (Add Clean0Emission Frieght Corridor [Truck-Only Lanes] Along I-710) proposes adding two separate truck lanes in each direction between Long Beach and Commerce, adjacent to the freeway, approximately 16 miles in length, while maintaining the same number of general purpose lanes on I-710, and reconfiguring the access points to/from I-710 and its crossing freeways. A full project description and the description of the area of potential effect (APE) can be found on pages 5 through 16 of the Supplemental Historical Resources Evaluation Report and on pages 6 through 18 of the Supplemental Archeological Survey Report.

Caltrans has determined that the following properties are not eligible for the listing in the National Register of Historic Places (NRHP):

Name	Address/Location	Community
1542-1544 S EASTERN AVE	1542-1544 S EASTERN AVE	COMMERCE
4505 BANDINI BLVD	4505 BANDINI BLVD	VERNON
4633 LEONIS ST	4633 LEONIS ST	COMMERCE
4821 E WASHINGTON BLVD	4821 E WASHINGTON BLVD	COMMERCE
4903-4909 E WASHINGTON BLVD	4903-4909 E WASHINGTON BLVD	COMMERCE
4549 TELEGRAPH RD	4549 TELEGRAPH RD	LOS ANGELES
4827 TELEGRAPH RD	4827 TELEGRAPH RD	LOS ANGELES
4849 TELEGRAPH RD	4849 TELEGRAPH RD	LOS ANGELES
5155 IMPERIAL HWY	5155 IMPERIAL HWY	SOUTH GATE
10841 SAINT JAMES AVE	10841 SAINT JAMES AVE	SOUTH GATE
5141 IMPERIAL HWY	5141 IMPERIAL HWY	SOUTH GATE
10001 W FRONTAGE RD	10001 W FRONTAGE RD	SOUTH GATE
5162, 5220, 5246 FLORENCE AVE	5162, 5220, 5246 FLORENCE AVE	BELL
10126 W FRONTAGE RD	10126 W FRONTAGE RD	SOUTH GATE
4979 E 52nd PLACE	4979 E 52nd PLACE	VERNON
5366 E SLAUSON AVE	5366 E SLAUSON AVE	COMMERCE
5354 E SLAUSON AVE	5354 E SLAUSON AVE	COMMERCE
6695 ORANGE AVE	6695 ORANGE AVE	LONG BEACH
6701 CHERRY AVE	6701 CHERRY AVE	LONG BEACH
1419 E ELEANOR ST	1419 E ELEANOR ST	COMPTON
16108 S ATLANTIC AVE	16108 S ATLANTIC AVE	COMPTON
300 E ARTESIA LN and 301 E ARTESIA BLVD	300 E ARTESIA LN and 301 E ARTESIA BLVD	LONG BEACH
248 E ARTESIA BLVD	248 E ARTESIA BLVD	LONG BEACH
3111 E VIA MONDO	3111 E VIA MONDO	LONG BEACH
19618 S SUSANA RD	19618 S SUSANA RD	COMPTON
19720 S SUSANA RD	19720 S SUSANA RD	COMPTON
1919 W WARDLOW RD	1919 W WARDLOW RD	LONG BEACH
1401 W PACIFIC COAST HWY	1401 W PACIFIC COAST HWY	LONG BEACH
1532-1560 W ANAHEIM ST	1532-1560 W ANAHEIM ST	LONG BEACH
1332 W 11TH ST	1332 W 11TH ST	LONG BEACH
1290 W 11TH ST	1290 W 11TH ST	LONG BEACH
1326 W 11TH ST	1326 W 11TH ST	LONG BEACH
1335 W 11TH ST	1335 W 11TH ST	LONG BEACH
1300-1312 W 11th ST	1300-1312 W 11th ST	LONG BEACH
1835 SAN FRANCISCO AVE	1835 SAN FRANCISCO AVE	LONG BEACH
2990 GALE AVE	2990 GALE AVE	LONG BEACH
2980 GALE AVE	2980 GALE AVE	LONG BEACH

Name	Address/Location	Community
1302 W GAYLORD ST	1302 W GAYLORD ST	LONG BEACH
Bridge No. 53-0838 Slauson UP	Spanning I-710 PM 21.28	BELL

Based on my review of the submitted documentation I concur.

As part of the supplemental study, Caltrans prepared an Archaeological Sensitivity Study that included a proximity analysis of the original and Supplemental APEs using a Geographic Information System (GIS) and four data layers: elevation high points, the historic alignments of the Los Angeles River, the locations of ethnohistoric villages, and the locations of previously recorded cultural resources identified by South Central Coastal Information Center (SCCIC) record searches. Sanborn Fire Insurance Maps were also reviewed. The Study identified areas within the APE that are characterized by native (undisturbed) deposits, Holocene-age landform contexts, and are in proximity to known resources (both prehistoric and historical railroad and habitation-related resources). The area of direct effects (Direct APE) is considered to have very low sensitivity for the presence of buried archaeological resources within the existing I-710 freeway rights-of-way being that construction activities will likely be limited to the existing engineered fill. If any excavations occur within the Direct APE outside of the existing footprint or if deep excavations occur within the existing I-710 freeway footprint, there is the potential to encounter undisturbed sediments that may contain archaeological resources that will be encountered during construction. Pile driving and the construction of retaining walls within previously disturbed deposits do not have the potential to contain subsurface archaeological resources.

Currently, the undertaking is only at 30 percent design, and based on the results of the Study, archaeological monitoring is presently recommended for 94 acres (3.6 percent) of the Direct APE. Spot checking is recommended for 1,178 acres (45.4 percent) of the Direct APE, and no additional work is recommended for 1,321 acres (50.9 percent) of the Direct APE. The recommendation for spot checking is based on the potential observation of native (previously undisturbed) deposits. The need for spot checking is negated by the observation during spot checking of previously disturbed and/or fill deposits. Presently, Caltrans anticipates that the 94 acres recommended for monitoring and the 1,178 acres of spot checking may be further reduced upon review at 65 percent and 95 percent design review.

At 30 percent design completion, Caltrans considers the Study to be comparable to a management plan (i.e., a living document), and anticipates that the areas currently identified in the Study for monitoring and spot check monitoring will be further refined at 65 percent and 95 percent design. The additional reviews will culminate in a Post-Review Discovery and Monitoring Plan, and Caltrans proposes to continue to consult with the SHPO on these 65 percent and 95 percent review documents/Post-Review Discovery and Monitoring Plan document.

I have reviewed the Archaeological Sensitivity Study and find it to be sufficient. While I have no comments on the Study itself, I do have comments for Caltrans to keep in mind

as you proceed with your assessment of adverse effects for this undertaking. Although the Study has been successful in identifying areas within the Direct APE at 30 percent design that would require monitoring and spot checking to identify potential archaeological deposits encountered during construction, being that prior to the approval of the undertaking Caltrans cannot fully determine how the undertaking may affect historic properties, it appears that a project-level Programmatic Agreement (PA) is more appropriate than a Post-Review Discovery and Monitoring Plan. Moving forward, I advise Caltrans to consider a project-level PA, and if found not appropriate to provide justification as to why a PA is not applicable for this undertaking. Please also refer to the ACHP's *Guidance on Section 106 Agreement Documents* found at <http://www.achp.gov/agreementdocguidance.html#ch2-1> for further guidance.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', followed by a horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer

PUBLIC NOTICE

Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) Available for the Interstate 710 (I-710) Corridor Project Announcement of Public Hearings

WHAT IS BEING PLANNED?

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the Interstate 5 Joint Powers Authority, are proposing to improve Interstate 710 (I-710) in Los Angeles County between Ocean Blvd. and State Route 60 (SR-60). Previously, a Draft EIR/EIS was released for public comment in 2012. Based on the comments received and new information, a new set of alternatives was developed and has been analyzed in the RDEIR/SDEIS. The alternatives studied in the RDEIR/SDEIS include Alternative 1 (No Build), Alternative 5C (Modernization of I-710 Freeway), and Alternative 7 (Modernization and Addition of a Clean-Emission Freight Corridor). All build alternatives proposed also include programmatic elements, including a zero emission/near zero emission truck deployment program, expanded transit services, and a community health benefit program.

WHY THIS NOTICE?

Caltrans has studied the potential effects this project may have on the environment. The study that explains these findings is called a Recirculated Draft Environmental Impact Report/Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) which has recently been approved for public circulation.

YOU ARE INVITED

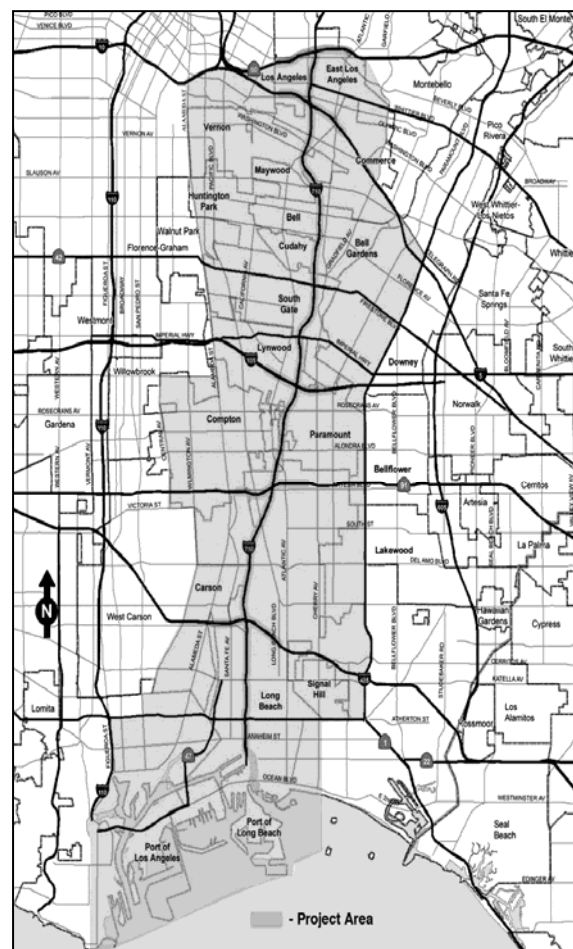
Public hearings will be held at the dates and locations provided below

- Wednesday, August 23, 2017 (6:00 p.m. to 9:00 p.m.) – Commerce Senior Center, 2555 Commerce Way, Commerce CA 90040
- Saturday, August 26, 2017 (10:00 a.m. to 1:00 p.m.) – Paramount Community Center/Senior Center, 14400 Paramount Blvd., Paramount CA 90723
- Wednesday, August 30, 2017 (6:00 p.m. to 9:00 p.m.) – Cesar E. Chavez Park Community Center, 401 Golden Ave., Long Beach CA 90802

WHAT IS AVAILABLE?

Copies of the RDEIR/SDEIS are available for review at the following locations:

- Caltrans District 7 Office, 100 South Main Street, Los Angeles, CA 90012 on weekdays from 9 am to 3 pm.
- Metro – Dorothy Peyton Grey Transportation Library, One Gateway Plaza, Los Angeles, CA 90012, Monday – Thursday 9 am to 4pm, or Friday by appointment.
- Gateway Cities Council of Governments, 16401 Paramount Blvd., Paramount, CA 90723 on weekdays from 9 am to 4 pm.
- City of Commerce Public Library – Bristow Park Branch – 1466 S. McDonnell Ave., Commerce, CA 90040
- County of Los Angeles Public Library – Hollydale Library – 12000 S. Garfield Ave., South Gate, CA 90280





- County of Los Angeles Public Library – East Rancho Dominguez Library – 4420 E. Rose St., E. Rancho Dominguez, CA 90221
- Long Beach Public Library – Main Library – 101 Pacific Ave., Long Beach, CA 90822
- Long Beach Public Library – Bret Harte Library – 1595 W. Willow St., Long Beach, CA 90810

Electronic versions of the RDEIR/SDEIS on digital media are available for review at public libraries throughout the I-710 Corridor. The RDEIR/SDEIS may also be viewed online at: <http://www.dot.ca.gov/d7/env-docs/>

WHERE YOU COME IN

Have the potential impacts been addressed? Do you have information that should be included? If you wish to make a comment on the RDEIR/SDEIS, you may submit your written comments until **Friday, September 22**, to:

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

or provide comments online at the web address above.

CONTACT/SPECIAL ACCOMMODATIONS

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Caltrans District 7, Attn: Jason Roach at (213) 897-0357 at least 21 days prior to the scheduled public hearings. TDD users may contact the California Relay Service TTY line at 711.



PROOF OF PUBLICATION

(2015.5C.C.P)

La Opinión

915 Wilshire Blvd Ste 800, Los Angeles, CA 90017

Tel: (213)896-2260 • Fax: (213)896-2238

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and not in any supplement thereof on the following dates, to wit:

August 16

all in the year 2017

I certified (or declared) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

16 day of August, 2017

Rosa Berumen
Signature

3040621



AVISO AL PÚBLICO

Recirculación del Borrador del informe de Impacto Ambiental / Declaración de Impacto Ambiental Complementaria (F)
Disponible para el proyecto del corredor Interestatal 710 (I-710)
Anuncio de audiencias públicas

¿CUÁL ES EL PLAN PREVISTO?

El Departamento de Transporte de California (Caltrans), en colaboración con la Autoridad de Transporte Metropolitano del Condado de Los Angeles (Metro), el Consejo de Gobiernos de Ciudades Gateway, la Asociación de Gobiernos del Sur de California, los Puertos de Los Angeles y de Long Beach y la Autoridad de Poderes Conjuntos de la Interestatal 5 tienen una propuesta para mejorar la Interestatal 710 (I-710) en el Condado de Los Angeles entre Ocean Blvd. y la Ruta Estatal 60 (SR-60). Anteriormente en 2012 se publicó el Borrador del informe de Impacto Ambiental/Declaración de Impacto Ambiental (EIR/EIS, en inglés) abierto a la opinión pública. En base a los comentarios recibidos y a información nueva, se ha desarrollado una nueva serie de alternativas que se analizan en el RDEIR/SDEIS y que incluyen: la Alternativa 1 (No construir), la Alternativa 5C (Modernización de la autopista I-710) y la Alternativa 7 (Modernización y construcción de un corredor para transporte pesado de emisiones limpias). Todas las alternativas propuestas incluyen también elementos programáticos como un programa de implementación de camiones de emisiones cero/casi cero, la incorporación de nuevos servicios de tránsito y un programa de beneficios de salud para la comunidad.

¿POR QUÉ ESTE AVISO?

Caltrans ha estudiado los efectos potenciales que este proyecto podría tener en el medioambiente. El estudio que explica los resultados obtenidos se denomina Recirculación del Borrador del Informe de Impacto Ambiental/Declaración de Impacto Ambiental Complementaria (RDEIR/SDEIS), que ha sido recientemente aprobado para su circulación pública.

ESTÁ USTED INVITADO

Las audiencias públicas tendrán lugar en las fechas y lugares que se indican a continuación:

- Miércoles, 23 de agosto de 2017 (6:00 p.m. a 9:00 p.m.) – Commerce Senior Center, 2555 Commerce Way, Commerce CA 90040
- Sábado, 26 de agosto de 2017 (10:00 a.m. a 1:00 p.m.) – Paramount Community Center/Senior Center, 14400 Paramount Blvd., Paramount CA 90723
- Jueves, 31 de agosto de 2017 (6:00 p.m. a 9:00 p.m.) – Cesar E. Chavez Park Community Center, 401 Golden Ave., Long Beach CA 90802

¿QUÉ TIPO DE INFORMACIÓN ESTÁ DISPONIBLE?

Habrán copias del RDEIR/SDEIS disponibles para consulta en los siguientes sitios:

- Oficina de Caltrans District 7, 100 South Main Street, Los Angeles, CA 90012 – entre semana de 9 a.m. a 3 p.m.
- Metro – Biblioteca del Transporte Dorothy Peyton Grey, One Gateway Plaza, Los Angeles, CA 90012 – lunes a jueves de 9 a.m. a 4 p.m., o los viernes haciendo cita.
- Consejo de Gobiernos de Ciudades Gateway, 16401 Paramount Blvd., Paramount, CA 90723 – entre semana de 9 a.m. a 4 p.m.
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- Biblioteca Pública Principal de Long Beach – 101 Pacific Ave., Long Beach, CA 90822.
- Biblioteca Pública de Long Beach – Bret Harte Library – 1595 W. Willow St., Long Beach, CA 90810.

Existen versiones electrónicas del RDEIR/SDEIS disponibles en soporte digital para consulta abierta en las bibliotecas a lo largo de todo el corredor I-710. El RDEIR/SDEIS también se puede obtener en línea (internet) en: <http://www.dot.ca.gov>

¿CÓMO PUEDE PARTICIPAR?

¿Se han abordado los posibles impactos? ¿Posee información que debería haberse incluido? Si usted desea realizar comentarios, tiene hasta el viernes, 22 de septiembre de 2017 para enviarlos por escrito a:

Ronald Kosinski
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

También puede hacerlo por e-mail a través del sitio web del proyecto. Proporcione comentarios en la dirección web provi

CONTACTO PARA NECESIDADES ESPECIALES

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OF PUBLICATION

15.5C.C.P)

Opinión

te 800, Los Angeles, CA 90017

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CALIFORNIA

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August, 2017

[Signature]

Caltrans
AVISO AL PÚBLICO
Recirculación del Borrador del informe de Impacto Ambiental / Declaración de Impacto Ambiental Complementaria (RDEIR/SDEIS)
Disponible para el proyecto del corredor Interestatal 710 (I-710)
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Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
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CNS-3040627#

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0703
FAX (213) 897-0685
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

September 11, 2017

Agencies, Organizations, and
Individuals Interested in the
Interstate 710 Corridor Project

File: 07-LA-710, PM 5.4/24.5
I-710 Corridor Project

**Notice of Availability of Recirculated Draft Environmental Impact Report/Supplemental
Draft Environmental Impact Statement (RDEIR/SDEIS)**

Due to requests from interested stakeholders, the California Department of Transportation, in cooperation with the Los Angeles County Metropolitan Transportation Authority, the Gateway Cities Council of Governments, the Southern California Association of Governments, the Ports of Los Angeles and Long Beach, and the I-5 Joint Powers Authority have extended the comment period of the RDEIR/SDEIS for an additional 30 days.

The RDEIR/SDEIS and supporting technical studies is available for review and download at the following website: <http://www.dot.ca.gov/d7/env-docs/>

Written comments on the RDEIR/SDEIS must be submitted by **October 23, 2017**. Comments can be submitted online at <http://www.dot.ca.gov/d7/env-docs/docs/710corr-eir/> or by postal mail to the following address:

Ronald Kosinski, Deputy District Director
Caltrans District 7, Division of Environmental Planning
100 South Main Street, MS 16A
Los Angeles, CA 90012

If you have any questions, please contact Jason Roach at (213) 897-0357. Thank you for your interest in this important transportation study.

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Damrath".

Garrett Damrath
Chief Environmental Planner
Division of Environmental Planning
Caltrans, District 7

Mobility. Environment. Community. Economy. Technology



I-710 Corridor Project EIR/EIS

metro.net

I-710 South Corridor Project

Locally Preferred Alternative Recommendation

Metro Board Meeting

March 1, 2018

Item 5



Metro[®]



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LONG BEACH
The Green Port

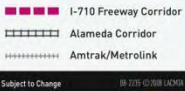
THE PORT
OF LOS ANGELES **LA**





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Purpose

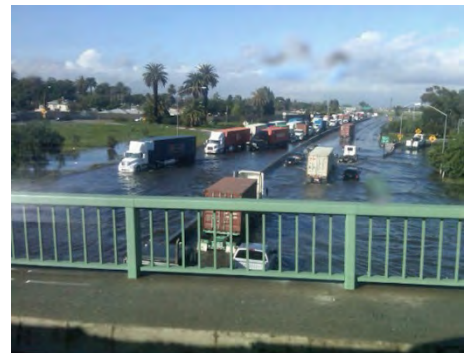
- Address escalating demand due to growth in population, employment and economic activity related to goods movement
- Address design deficiencies
- Improve traffic safety
- Improve air quality and public health





Corridor Issues

- Need for Modernization - Freeway built in 1950s/60s
- Recurring congestion during peak times due to operational issues and insufficient freeway capacity
- I-710 is the Commerce Gateway Corridor - San Pedro Bay Ports handle 40% of all nation's imported goods
- Daily Truck Trips expected to increase from 36,000 today to approx. 55,000 by 2035
- More than half of the interchange ramps in the Corridor report higher than average accident rates
- High diesel emissions/significant air quality issues
- Freeway traffic spillage into communities
- Compromised and diminishing quality of life



Metro



I-710 South Milestones

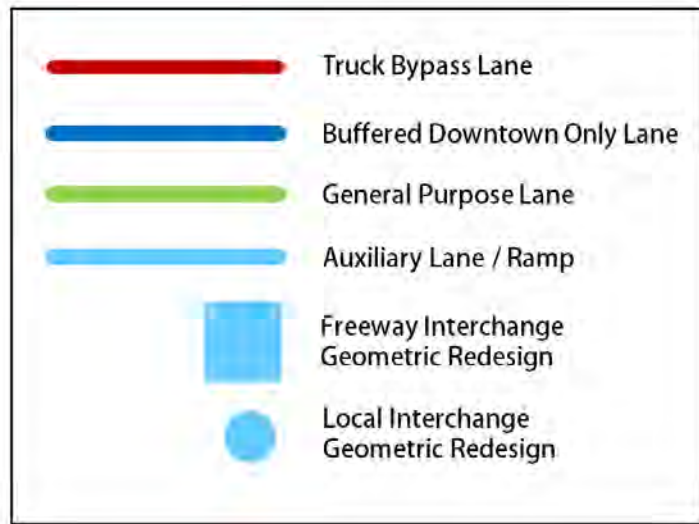
- 99-05 Major Corridor Study
- 2008 Scoping
- 2012 Draft EIR/EIS Circulation
- 2013 Re-Circulation Decision
- 2015 Finalized Conceptual Design of Revised Alternatives
- 2016 Completed Board Motion 22.1 evaluation /incorporation
- 2017 Re-circulation of Draft EIR/EIS
- 2017 Review public comments/alternatives evaluation – 710 Advisory Committee Meetings



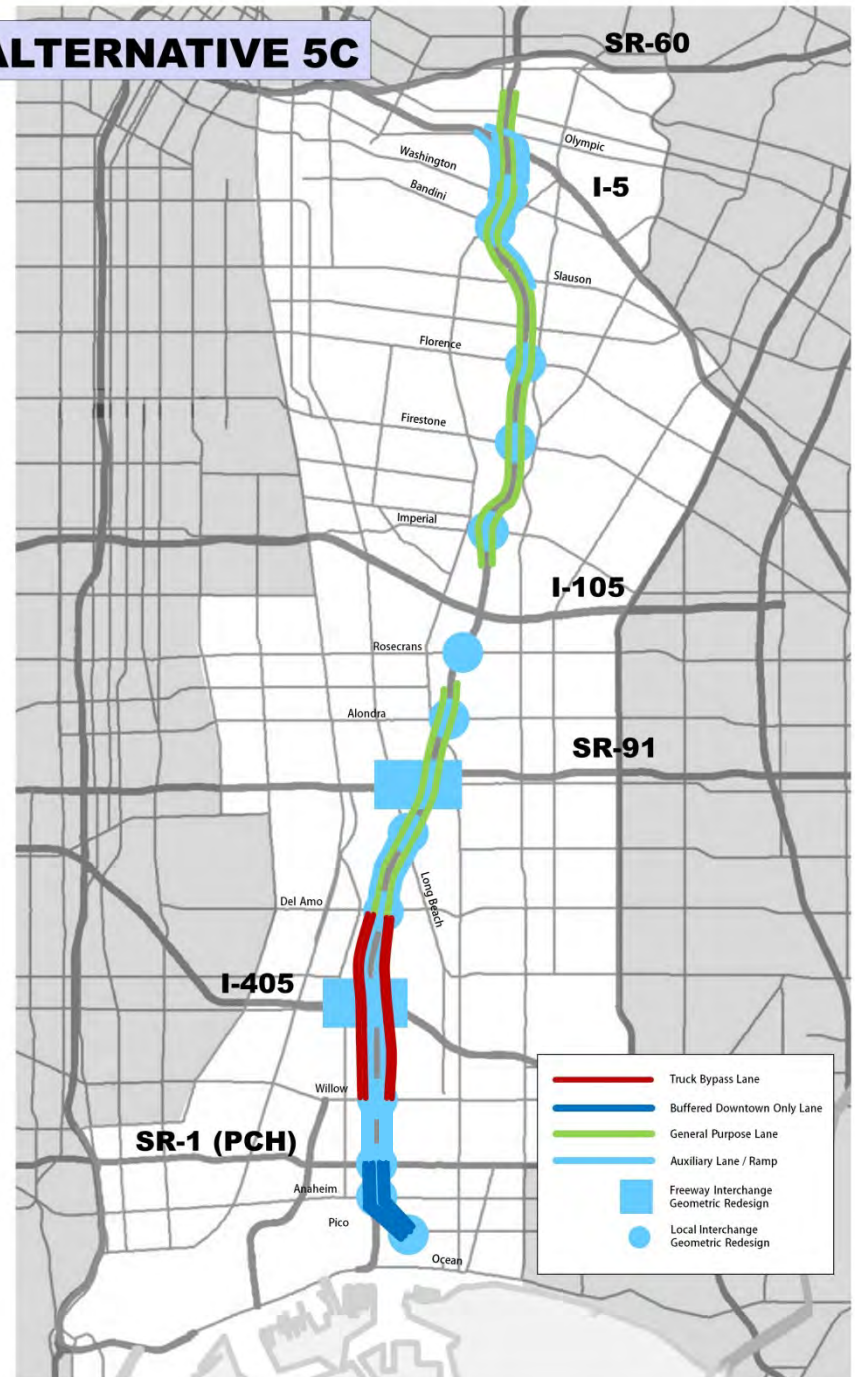
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Alternative 5C

- Modernizes the freeway
 - Enhances safety
 - Improves capacity, and
 - Improves air quality
- (\$6 Billion)**

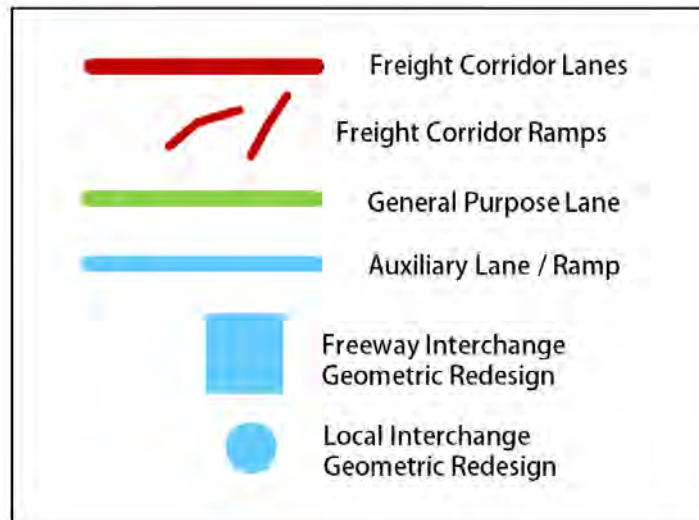


ALTERNATIVE 5C

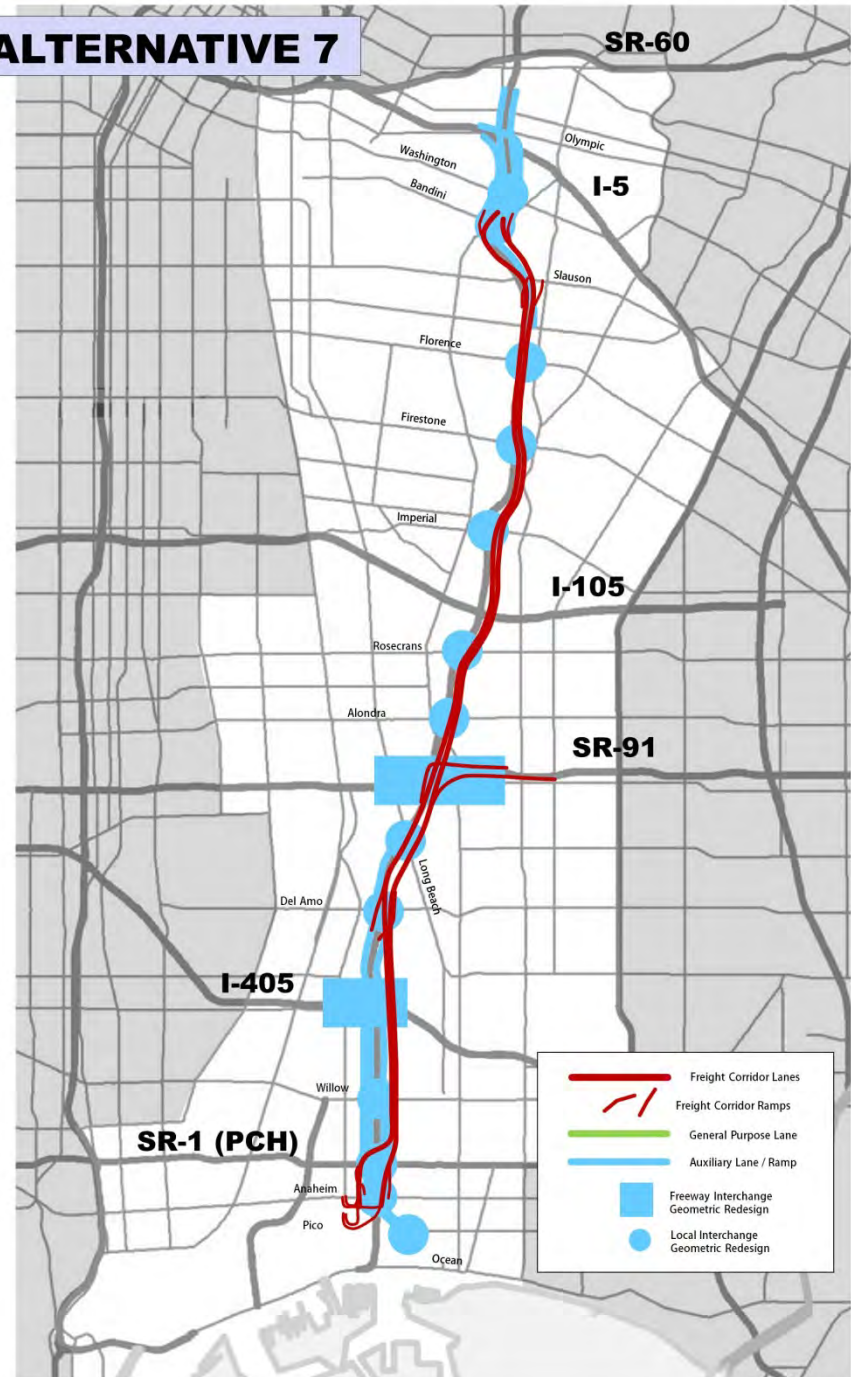


Alternative 7

- Modernizes the I-710 freeway
- Adds Freight Corridor
- Improves air quality
(\$10 Billion)



ALTERNATIVE 7



Sample Sections

Between Firestone Blvd. and
Florence Ave.

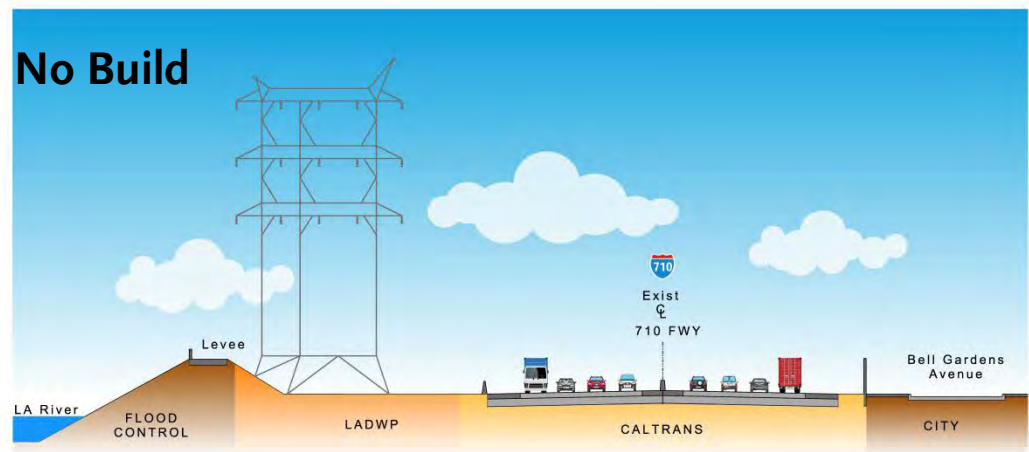
For illustrative purposes

Configuration varies
throughout the corridor

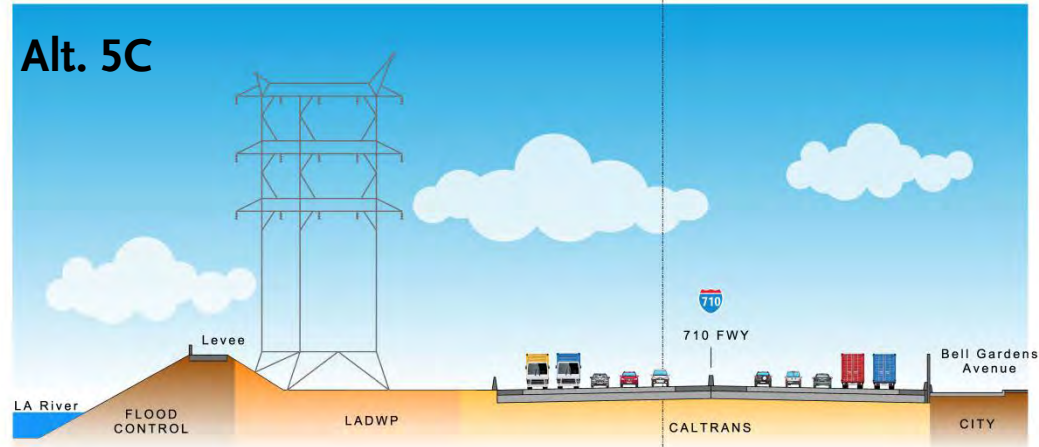


Metro

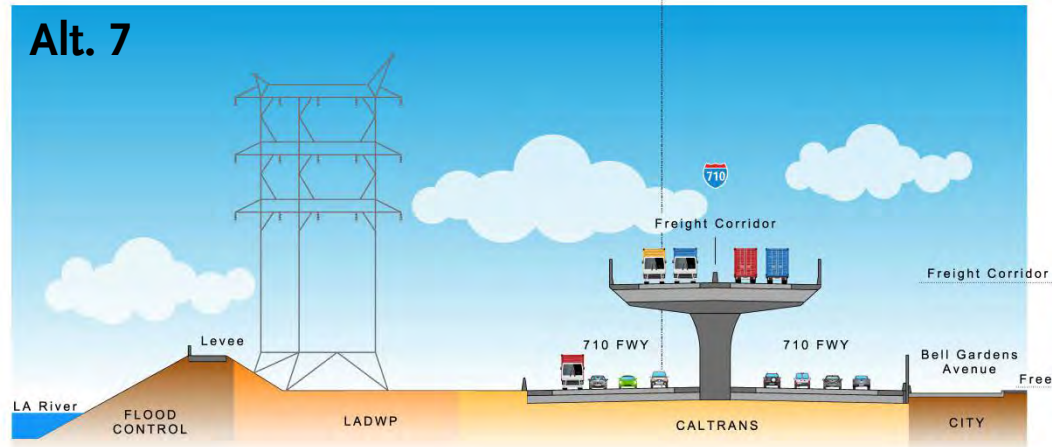
No Build



Alt. 5C



Alt. 7



I-710 Build Alternatives

Both Alternatives 5C and Alternative 7 include:

- Zero-/Near Zero- Emissions truck deployment program
 - Pursuit of funds for purchase of ZE/NZE trucks and removal of the older non-conforming trucks
 - The program will run parallel to construction of the freeway
- Community health & benefit programs
- TSM/TDM/ITS improvements
- Transit improvement recommendations
- Active transportation improvements (bike / ped. facilities)
- Pursuit of Public-Private Partnership (PPP) for financing, delivery, and operation of infrastructure improvements
- Pursuit of grants to support various improvements programs and allow for accelerated implementation



I-710 Community Health & Benefit Program

Objective

- Makes funding available to implement projects and outreach activities to improve air quality / public health

Examples of Eligible Projects

- HEPA filters in schools, day care facilities, senior centers, clinics and hospitals
- School bus or senior transport vehicle retrofit/replacement
- Community health testing, education, and outreach, mobile asthma clinics
- Greenhouse gas reduction projects: renewable power, energy efficiency upgrades, tree-planting



Eligible Grant Recipients

Communities close to I-710:

- Cities / Unincorporated LA County
- Day Care Centers / Senior Centers
- Community Health Providers
- Non-Profit Organizations (with an air quality or public health mandate)

Motion 22.1 – Items Integrated Into Project Alternatives

Completed and Integrated

- ✓ Evaluated right-of-way avoidance designs (Alternative 7)
 - Reduced impacts where feasible; documented where infeasible
- ✓ Considered ZE Truck–Only option for freight corridor (Alternative 7)
- ✓ Evaluated high frequency express bus transit along I-710
 - Continuing coordination with Metro Transit Ops for further evaluation
- ✓ Evaluated separate bike path projects within the Study Area
 - Env. Clearance proceeding with LA County support
- ✓ Integrated five new pedestrian/bike bridges
- ✓ Verified application of Complete Streets treatments
- ✓ Considered other elements to maximize mobility and minimize impacts within study area

Motion 22.1 – Items Integrated Into Project Alternatives

To Be Done During Construction

- Transit Incentives/additional as-needed services
- Local Hire Provisions
- Bike/Ped Safety Plan
- Neighborhood enhancements within the project area



Public Circulation

- July 21, 2017: Recirculated Draft Environmental Document released to public
 - October 23, 2017: 90-day comment period closed
 - Public Hearings:
 - 8/23/17 Commerce
 - 8/26/17 Paramount
 - 8/31/17 Long Beach
-
- Community Briefings:
 - 10/18/17 East Los Angeles
 - 10/19/17 Long Beach



Summary of Public Comments

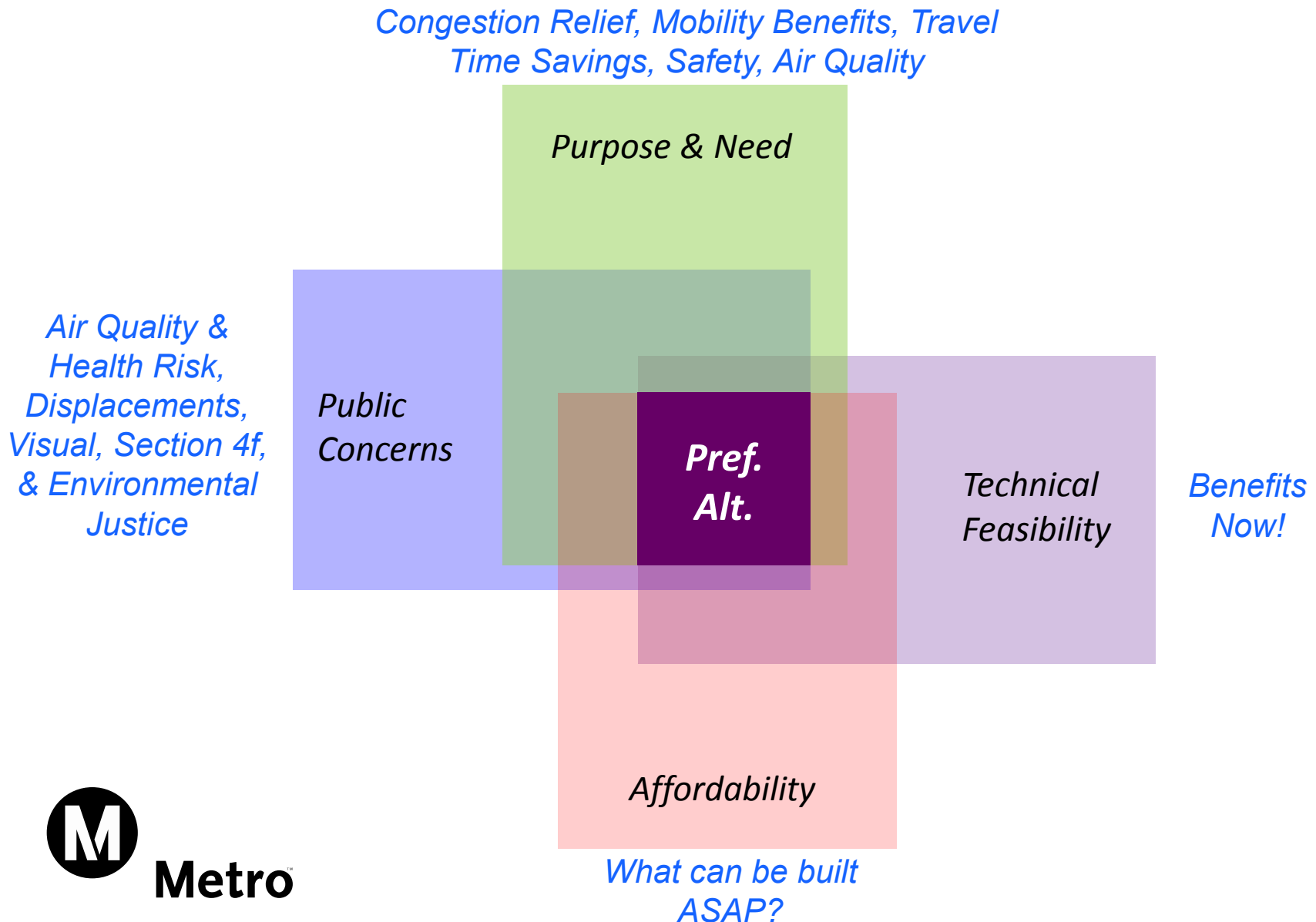
Key Issues & Concerns:

- Preference for full Zero Emission Technologies
- Minimize Right-of-Way Impacts (i.e. avoid residential relocations and impacts to Bell Shelter and Long Beach Multi-Service Center)
- Concerns about peak-hour parking restrictions on nearby streets
- Duration of construction and impacts including ramp and street closures
- Need for more bike and pedestrian connections to LA River trail














- Environmental justice and air quality concerns for communities near I-710
- Need to include local hire provisions in construction
- Need to fully utilize freight rail and the Alameda Corridor

How is the Preferred Alternative Determined?



Comparison of Benefits and Impacts

Benefits













Evaluation Factor	Measure	Alternative 5C	Alternative 7
Mobility Benefits	Reduction in Vehicle Hours of Delay		
Congestion Relief	I-710 Level of Service (LOS)		
Travel Time Improvements	I-710 Auto / Trucks		
	Freight Corridor - Trucks		
Safety Benefits	Removes Operational Conflicts		
	Separates Cars & Trucks		
Air Quality	Diesel Particulate Matter and Nitrogen Oxides (NOx)		 *
	Least Amount of PM 2.5		
	Greenhouse Gases		



Metro

* Assumes incentive funding for 18,350 ZE/NZE Trucks to use the Freight Corridor (compared to 4,000 ZE/NZE Trucks under Alt. 5C). Incentive funding would be pursued under either alternative, but it's subject to availability.

Comparison of Benefits and Impacts, cont.

		Evaluation Factor	Measures	Alternative 5C	Alternative 7
Impacts	Parks, rec. areas, refuges, and historic sites	Partial Impacts			
		Full Impacts			
	EJ Impacts	Least Adverse Effect to EJ Populations			
	Visual Impacts	Fewest Visual Impacts			
	ROW Impacts	Residential Displacements			109
		Non-Res. Displacements			121
		Sensitive Facilities Displacements			
Cost	Air Quality Cost Benefit	\$ per lbs. Diesel Particulate Matter Reduced			
		\$ per lbs. NOx Reduced			
	Cost / Affordability	Total Project Cost			
		Affordability			*
	Constructability	phasing and implementation of Early Action Projects			

* Based on implementation of Early Action Projects

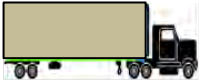





Comparison of Benefits and Impacts, cont.

Visual Impacts



View from LARIO Trail, Looking Southwest at the I-710/SR-91 Interchange, in the City of Long Beach

Compare NZE & ZE Truck Performance

	Conventional Diesel Truck 	Near Zero Emission Truck 	Zero Emission Truck 
			
Diesel Particulate Matter* (DPM) (lb/10,000 miles)	0.12	0	0
Nitrogen Oxides* (NO _x) (lb/10,000 miles)	38.7	3.9	0
Greenhouse Gases* (GHG) (MT CO ₂ /10,000 miles)	15.1	15.1	0
Approx. number of Trucks per \$100 million of Funding**	N/A	4,000 Trucks	1,520 Trucks

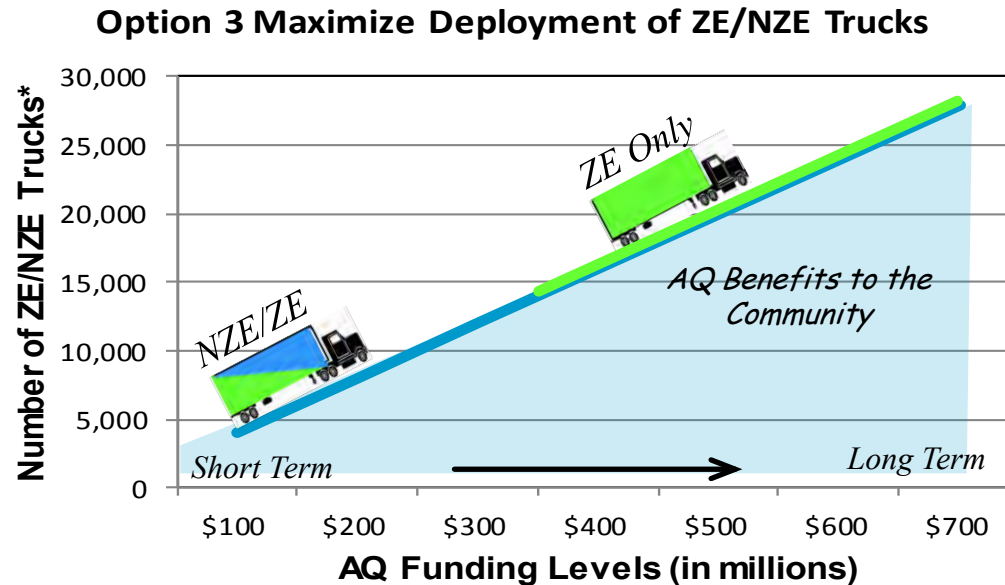


Metro

* Running Exhaust emission factors are based on EMFAC2014 for heavy-heavy duty trucks in Los Angeles County for calendar year 2035.

** Unit costs represent incremental, average costs of zero emissions trucks (battery electric, fuel cell vehicles) from I-710 Zero Emissions Truck Commercialization Study, assuming pre-2035 deployment (Calstart, 2013).

I-710 ZE/NZE Deployment Strategy



Maximize Number of “Clean Emissions” Trucks and Air Quality Benefits

- *Begin with mix of ZE and NZE trucks in the near term*
- *Transition to ZE trucks as ZE trucks become commercially available and affordable.*
- *Partner with SCAQMD, EPA, CARB to pursue grant funding outside of the project programmed funds to support health-benefit investments.*



Metro

Project Schedule: What's Next?

Next Steps

Winter 2018

- Metro Board to adopt the Preferred Alternative for FEIR/FEIS
- Initiate Work on FEIR/FEIS for Preferred Alternative
- Coordinate with Air Agencies to:
 - Refine and Enhance I-710 ZE and NZE Truck Program
 - Seek Funding

Spring 2018

- Identify scopes and order of pursuit of Early Action highway improvement projects based on independent utility, benefits, and availability of funds

Summer 2018

- Complete the Environmental Process
- Caltrans to approve the Final Environmental Document

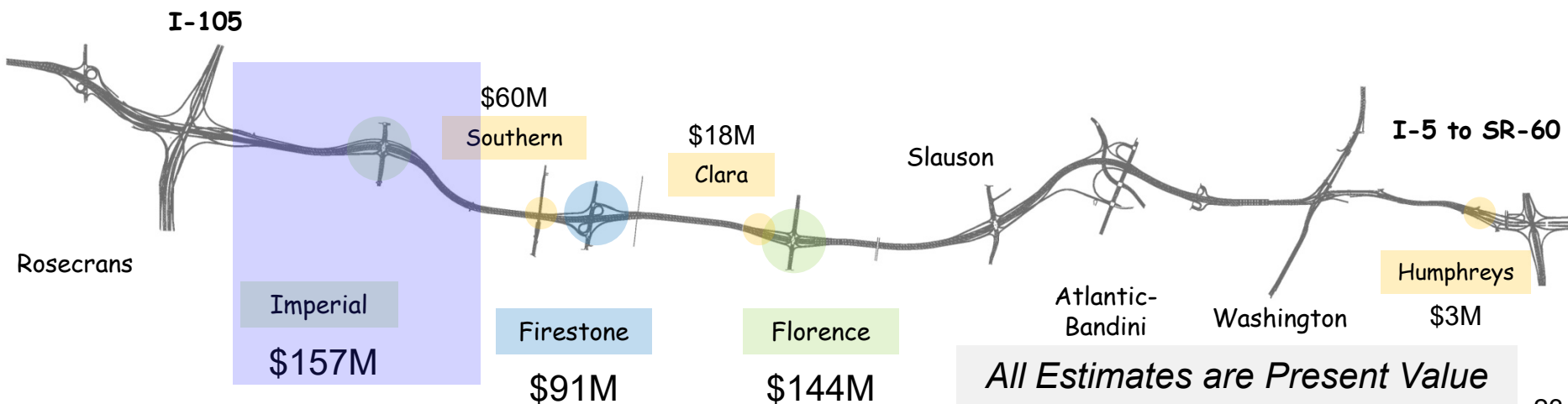
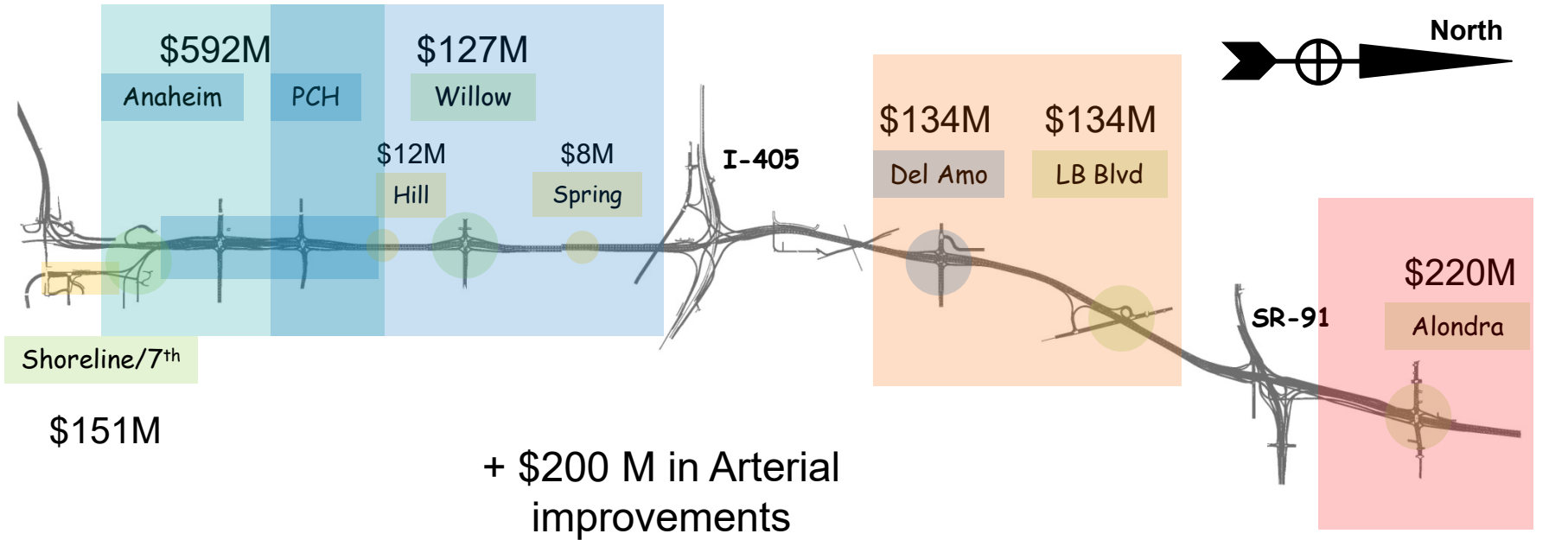
Winter 2019

- Release RFPs for Final Design of Early Action Projects



Metro

Early Actions Candidates



All Estimates are Present Value and Subject to Change

Early Action Objectives & Outcomes

1. Work within funding constraints
2. Address today's problems
3. Deliver safety, mobility, and health benefits sooner

Identify Candidate Projects with:

- Verified Benefits
- Lower Capital Costs
- Lower Property Impacts
- Shorter Overall Schedule

Several Early Action Candidates:

- Include Arterial Improvements and Safer Interchanges with:
 - New/Improved Signals (incl. signal synch)
 - Improved ped/bike facilities on city streets
- Include New Ped/Bike Crossings over the freeway and across the LA River for community connectivity
- Result in reduced interim relocations needed for the whole project.

Next Steps

– Air Quality Improvements

- NZE/ZE truck Program - purchases/subsidies
- Pollution source controls and elimination (ports and industry)
- SCAQMD and all project partners

– Active Transportation

- Bike and pedestrian projects (potential early action)
- Safety education and awareness programs
- Metro ATP group and local jurisdictions
- LA County for the LA River Bike projects

– Community Health Benefits Grant Program

- Grants for improvements at sensitive receptors
- Community-agency dialogue (development of guidelines)
- Community health risk prevention/reduction
- LA County Health Department and local jurisdictions



Next Steps

- **Ports AQ Improvement Programs**
 - Clean port operations
 - Community engagement
 - Ports and cities of LA and LB
- **Freeway Operation Safety programs/ITS**
 - Regular advisory and informational bulletins/progress reports
 - Community engagement
 - Truck safety and speed monitoring/control
 - Speed and emission enforcement
 - Caltrans, Metro, CHP, Local law enforcement

Allison Morrow

Subject: FW: FHWA120307B - I -710 corridor between Ocean Blvd PM 4.9 & SR 60 PM 24.9

From: Lindquist, Natalie@Parks <Natalie.Lindquist@parks.ca.gov>

Sent: Tuesday, December 04, 2018 2:37 PM

To: Ewing-Toledo, Kelly@DOT <kelly.ewing-toledo@dot.ca.gov>; Price, David@DOT <David.Price@dot.ca.gov>

Cc: Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov>

Subject: RE: FHWA120307B - I -710 corridor between Ocean Blvd PM 4.9 & SR 60 PM 24.9

Thanks Kelly. This is exactly the information I was looking for.

Natalie Lindquist
Historian II
California Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816-7100
(916) 445-7014 (916) 445-7053--FAX
natalie.lindquist@parks.ca.gov
www.ohp.parks.ca.gov

From: Ewing-Toledo, Kelly@DOT <kelly.ewing-toledo@dot.ca.gov>

Sent: Monday, December 03, 2018 9:53 AM

To: Lindquist, Natalie@Parks <Natalie.Lindquist@parks.ca.gov>; Price, David@DOT <David.Price@dot.ca.gov>

Cc: Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov>

Subject: RE: FHWA120307B - I -710 corridor between Ocean Blvd PM 4.9 & SR 60 PM 24.9

Hi Natalie,

We had the consultant investigate this further and her findings are in the email below. I think Jenna makes a good argument for the bridges not being contributing features to the flood control channel.

Let me know what you think and if you'd like to discuss it further.

Thanks,

Kelly

Kelly Ewing-Toledo, Senior Environmental Planner
Heritage Resources Coordinator
Caltrans District 7
100 S. Main St., Los Angeles, CA 90012
213.897.4095

Hello Kip,

I looked at the 24 river bridges associated with the preferred alternative (existing and proposed). For the existing bridges, I identified the date the bridge was built (source: Caltrans Historic Bridge Inventory). I also identified the date the segment of the channel crossed by the bridge was constructed (source: ACOE LACDA OMRRR Manual, 1999).

There are three locations where the bridge and corresponding channel segment were constructed contemporaneously, and thus a possible contributing feature of the channel: Del Amo Blvd., Imperial Hwy., and Clara St. I then consulted historic aerial images and topographic maps for these three locations. In all instances, the aerials and maps show that bridges existed at these locations prior to channelization of the river (source: USGS Topographic Maps, UCSB Aerial Photography Collection). Therefore, these three bridges, although constructed at the same time as the channel, should

not be considered contributing features of the channel, because they are not contextually linked. The channel project did not bring about the construction of river crossings at these locations, rather already existing crossings were reconstructed during the channelization to restore an already existing condition.

The attached Excel spreadsheet includes the data summarized above. Please let me know if you would like to discuss this information further.

Thanks,
Jenna

JENNA KACHOUR

Senior Preservation Planner | jenna@gpaconsulting-us.com | (310) 792-2690

GPA CONSULTING | www.gpaconsulting-us.com

From: Lindquist, Natalie@Parks <Natalie.Lindquist@parks.ca.gov>
Sent: Tuesday, November 27, 2018 12:08 PM
To: Price, David@DOT <David.Price@dot.ca.gov>
Cc: Ewing-Toledo, Kelly@DOT <kelly.ewing-toledo@dot.ca.gov>
Subject: FHWA120307B - I -710 corridor between Ocean Blvd PM 4.9 & SR 60 PM 24.9

Hi David and Kelly,

I am currently reviewing the above project. I was curious as to whether or not the bridges crossing the LA River Flood Control Channel were ever considered to be contextually linked to the Flood Control Channel. Were they built at the same time as the channel or did they come before or after? I'm particularly interested in the bridges that are being replaced. If the bridges are contextually linked, would they be considered contributors?

Natalie Lindquist
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**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

December 20, 2018

VIA EMAIL

In reply refer to: FHWA120307B

Mr. David Price, Acting Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of Effect for the Proposed Interstate 710 Corridor Project between Ocean Boulevard and the State Route 60 Interchange, Los Angeles County, CA

Dear Mr. Price:

You are consulting with me about the subject undertaking in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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 (PA)*. As part of your documentation, Caltrans submitted a Supplemental Finding of Effect and a Second Supplemental Historic Property Survey Report for the proposed project. Caltrans originally initiated consultation for this undertaking in March of 2012 in accordance with Stipulation VI.B.1 of the 2004 Section 106 PA.

After submission of a 2012 Finding of No Adverse Effect (FNAE) and public circulation of a Draft Environmental Impact Report/Statement, Caltrans developed a revised set of alternatives in response to new information and comments received from the public. The revised alternatives resulted in the addition of 509 acres to the original area of potential effect (APE), but did not alter the proposed work in the original APE. Caltrans developed the resulting Supplemental APE to encompass all potential effects posed by the Undertaking, including the alternatives contained in the original APE.

Caltrans completed supplemental studies for the revised alternatives in 2017 and 2018. As a result of the supplemental studies, two historic properties not identified in the 2012 FNAE were identified in the Supplemental APE: the Drake Park Historic District and the Los Angeles River Flood Control Channel. The Drake Park Historic District was determined eligible for the National Register of Historic Places (NRHP) in 1987. It is a small subsection of the larger Drake Park/Willmore City Historic Landmark District. A locally designated, City of Long Beach historic district that was established in 1998 and was determined ineligible

for the NRHP in 2016. Caltrans , pursuant to Stipulation VIII.C.4 of the PA is assuming eligibility of the Los Angeles River Flood Control Channel for the purposes of this undertaking.

Pursuant to 36 CFR 800.5(a) and Stipulation X.A of the PA, Caltrans has applied the Criteria of Adverse Effect to the two built environment properties located within the Supplemental APE that do not already have SHPO concurrence on the Finding of Effect and found that the proposed project would have no adverse effect on either of the two resources. With the Drake Park Historic District, there will be a temporary use of public streets for vehicular detours and possible concrete curb/sidewalk demolition and replacement that will not adversely affect the significance, integrity or eligibility of the district as a whole. For the Los Angeles River Flood Control Channel the proposed levee modification and new, extended or replaced bridge bents/pier walls in the channel will not adversely affect the significance, integrity or eligibility of the channel as a whole.

Currently there are no archaeological historic properties have been identified within the Supplemental APE. Caltrans submitted an Archaeological Sensitivity Study in April of 2017. The SHPO found the study to be adequate in June of 2017. Due to the disturbed condition of the soils of the Supplemental APE within the existing freeway footprint, the overall potential for encountering archaeological historic properties is low. However, excavations into native soils have the potential to encounter unknown archaeological historical properties. As a result, effects to archaeological historic properties is unknown at this point. Caltrans will submit a draft project level programmatic agreement that will provide for phased identification, evaluation, and findings of effect for any archaeological properties identified within the Supplemental APE. The programmatic agreement will include a Historic Properties Treatment Plan and monitoring plan to guide these processes.

Based on my review of the submitted documentation, I have no objection to Caltrans' finding that the proposed project will have no adverse effect on the Drake Park Historic District and the Los Angeles River Flood Control Channel. I look forward to working with Caltrans on the programmatic agreement for this undertaking

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov .

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', followed by a horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer

From: [Herron, Sean@DOT](mailto:Herron,Sean@DOT)
To: [Dan Lawson - NOAA Federal](#)
Cc: [Caron, Paul D@DOT](#); [Erin Martinelli](#); [Cordi, Michelle@DOT](#); [Roach, Jason P@DOT](#); [Allison Morrow](#)
Subject: RE: I-710 Corridor BA project consultation
Date: Wednesday, December 26, 2018 8:14:09 AM

Hi Dan,

I've included responses to your questions regarding the Caltrans I-710 Corridor Biological Assessment in blue text below. The following link contains the USACE report, which is too large to send via email: <https://spaces.hightail.com/receive/Wr7KqE4ZpD>. Please note that the link will expire on January 3, 2019; if the government shutdown causes you delays reviewing this then I will provide an updated link.

1. **Further clarification of the water depths in the area where the most southern bridge replacements will occur along with any characterization of how limits on the timing of in-water work to dry seasons might affect potential impacts to sea turtles/marine mammals, if at all.**
 - The U.S. Army Corps of Engineers Report regarding the Los Angeles River Improvements Project (available for download via this link: <https://spaces.hightail.com/receive/Wr7KqE4ZpD>) includes plans with bathymetric topography and profiles of the channel invert for your reference.
 - Within the tidal portions of the project, limiting work to the dry season would not have any additional benefits with regard to direct effect minimization for turtles and sea lions, which are probably just as likely (or more so) to be present in the dry season as in the wet season. Limiting work to the dry season may be slightly more likely to minimize the potential for failure of BMPs; however, operation of equipment in storm channels, including the Los Angeles River, must be avoided during times of high flow. If such work is occurring in the channel, weather forecasts and storm predictions shall be closely monitored, and equipment and materials that could be affected by storms or other high-flow events will be required to be removed from the channel prior to such events.
2. **Updates regarding the potential types/sizes/number of piles that may be driven during bridge replacement relative to the monitoring plan. As we discussed, monitoring associated with compliance with the MMPA and the ESA consultation typically is built around avoiding exposure of marine mammals (and by proxy sea turtles) to sound levels in excess of 160 dB rms for impact driving, and in excess of ambient sound levels for vibratory driving. Ultimately the final monitoring plan should specify the distance being monitored based on the expectations for and/or actual sound levels that being produced. It appears that most all of the pieces are already in place in the proposed action other than nailing down a final plan for just how far the monitoring/avoidance plan needs to extend to be safely within MMPA guidance for avoiding harassment of marine mammals, which would also safely encompass any hazard for sea turtles as well.**
 - The Advanced Planning Studies have not yet been completed for the bridges, but based on the Willow St. bridge, an estimated 500 piles, with the likely pile type being 24" cast-in-steel-shell concrete piles, will be driven to a depth of approximately 70 ft (below invert).

These basic parameters scale with the length and width of each bridge south of Willow Street (i.e. Pacific Coast Highway, Anaheim Street, etc.).

3. **We didn't discuss this, but I'm curious how long does it typically take to build a bridge like the ones being proposed, specifically with respect to length of in-water/pile driving work?**
 - **Except for Shoemaker, the traffic-carrying bridges are assumed to be constructed in two stages (half at a time). The duration of each stage is estimated to be 18 months to allow for potential seasonal restrictions. Foundation and pile driving work is estimated to occur continuously over a 6-month period for each stage.**
4. **Any record of the communications with Monica DeAngelis from the NMFS Long Beach office in 2009?**
 - **Unfortunately our consultant LSA is unable to find any written, detailed record of communications with Monica DeAngelis aside from the reference in the NES and RDEIR/SDEIS that the consulting biologist had a telephone conversation with her on December 15, 2009 to discuss project effects on Essential Fish Habitat and marine mammals. This project was also previously assigned to a different Caltrans biologist who no longer works here, and I do not have any copies of written communication (if any occurred) between Monica and our former staff biologist.**

Please let me know if you have any further questions or comments.

Thank you,

Sean Herron, District Biologist
Caltrans, District 7
Division of Environmental Planning
100 S. Main Street MS 16A, Los Angeles, CA 90012
(213) 897-8081

From: Herron, Sean@DOT
Sent: Friday, December 14, 2018 3:17 PM
To: Dan Lawson - NOAA Federal <dan.lawson@noaa.gov>
Subject: RE: I 710 project consultation

Hi Dan,

Thank you for following up to our call. I'm coordinating with our consultants and we provide responses soon.

Regards,

Sean Herron, District Biologist
Caltrans, District 7

Division of Environmental Planning
100 S. Main Street MS 16A, Los Angeles, CA 90012
(213) 897-8081

From: Dan Lawson - NOAA Federal <dan.lawson@noaa.gov>
Sent: Friday, December 14, 2018 10:44 AM
To: Herron, Sean@DOT <Sean.Herron@dot.ca.gov>
Subject: I 710 project consultation

Hi Sean

Thank you for the conversation and opportunity to ask you questions today regarding I 710 project. To recap some outstanding questions we discussed, I will be looking to hear back from you about in order to wrap up the consultation:

1. Further clarification of the water depths in the area where the most southern bridge replacements will occur along with any characterization of how limits on the timing of in-water work to dry seasons might affect potential impacts to sea turtles/marine mammals, if at all.
2. Updates regarding the potential types/sizes/number of piles that may be driven during bridge replacement relative to the monitoring plan. As we discussed, monitoring associated with compliance with the MMPA and the ESA consultation typically is built around avoiding exposure of marine mammals (and by proxy sea turtles) to sound levels in excess of 160 dB rms for impact driving, and in excess of ambient sound levels for vibratory driving. Ultimately the final monitoring plan should specify the distance being monitored based on the expectations for and/or actual sound levels that being produced. It appears that most all of the pieces are already in place in the proposed action other than nailing down a final plan for just how far the monitoring/avoidance plan needs to extend to be safely within MMPA guidance for avoiding harassment of marine mammals, which would also safely encompass any hazard for sea turtles as well.
3. We didn't discuss this, but I'm curious how long does it typically take to build a bridge like the ones being proposed, specifically with respect to length of in-water/pile driving work?
4. Any record of the communications with Monica DeAngelis from the NMFS Long Beach office in 2009?

There might be an additional question/information need that we discussed that I have not included, but trust you were taking note of those and can provide follow up information as we discussed during our call. I look forward to hearing from you at your convenience.

Dan

--

Dan Lawson
NMFS Protected Resources Division
West Coast Region
7600 Sand Point Way NE, Bldg 1
Seattle WA 98115
206-526-4740



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
West Coast Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4250

February 19, 2019

Refer to NMFS No: WCR-2018-11194

Paul Caron
Senior District Biologist
Caltrans District 7
100 South Main Street, MS-16A
Los Angeles, CA 90012

Re: Endangered Species Act Section 7(a)(2) Concurrence Letter for the Interstate 710 Corridor Project between Ocean Boulevard and State 60 Interchange within Los Angeles County (EA: 07-249900).

Dear Mr. Caron,

On November 19, 2018, NOAA's National Marine Fisheries Service (NMFS) received your request for a written concurrence that the California Department of Transportation's (Caltrans) I-710 Corridor Project is not likely to adversely affect endangered southern California (SC) steelhead (*Oncorhynchus mykiss*), threatened east Pacific green sea turtle (*Chelonia mydas*), or critical habitats designated under the Endangered Species Act (ESA) for these two species. Caltrans is the lead federal agency assigned by the Federal Highway Administration (FHWA) as per 23 USC 327(a)(2)(A). This response to your request was prepared by NMFS pursuant to section 7(a)(2) of the ESA, implementing regulations at 50 CFR 402, and agency guidance for preparation of letters of concurrence. Because the proposed action occurs in areas where marine mammals may be found, NMFS also provides comments relative to compliance with the Marine Mammal Protection Act (MMPA; 16 U.S.C. § 1361 et seq.).

This letter underwent pre-dissemination review using standards for utility, integrity, and objectivity in compliance with applicable guidelines issued under the Data Quality Act (section 515 of the Treasury and General Government Appropriations Act for Fiscal Year 2001, Public Law 106-554). The concurrence letter will be available through NMFS' Public Consultation Tracking System <https://pcts.nmfs.noaa.gov/pcts-web/homepage.pcts>. A complete record of this consultation is on file at NMFS's Southern California Coastal Office in Long Beach, California.

Proposed Action and Action Area

The proposed action is along I-710 between post miles (PM) 5.4 and 24.5, and includes portions of the Los Angeles River. Although the river does not provide suitable habitat for SC steelhead (71 FR 834¹) or has not been identified as a common location of occurrence for the East Pacific Distinct

¹ Endangered and Threatened Species: Final Listing Determinations for 10 Distinct Population Segments of West Coast Steelhead. Federal Register, Vol. 71, No. 3. January 5, 2006.

Population Segment (DPS) green sea turtle (81 FR 20057²), the river is within the coastal range for these two species. No critical habitat has been designated in the Los Angeles River for these species. Highly developed with commercial, industrial and residential properties, the action area includes a 1,200 foot buffer to accommodate noise, vibration, dust, and lighting created by the action. Rio Hondo and Compton Creek join the Los Angeles River within the action area. The bed of the river and creeks in this area involve concrete or rock downstream to the estuary, with the last three miles consisting of soft bottom with the sides lined with rock riprap. The river is tidally influenced from Queensway Bay upstream to the Willow Street Bridge. Due to the poor quality of habitat in the Los Angeles River in the action area, SC steelhead are not expected to be present. While the presence of East Pacific DPS green sea turtles has not previously been documented within the action area and is not necessarily expected, it is possible in the lower reaches of the Los Angeles River given their known presence in areas nearby and the potential accessibility of this part of the action area.

Under the proposed action, Caltrans would widen I-710 from Ocean Boulevard to SR-60 and to reconfigure the access points to and from I-710 and crossing freeways. Construction activities will include earthwork, demolition, grading, excavation, fill slopes, and installation of roadway and drainage structures. Road and bridge widening will require demolition and excavation or sill within certain sections, grading, compacting, pile-driving, paving, and installation of site finishes (e.g. striping, signage, barriers, and landscaping). To the extent feasible, no night work will be conducted in or adjacent to the Los Angeles River, but if needed, lights will be shielded from adjacent habitats. The project construction will be applied over seven sections, with each requiring between 3 and 11 years for completion. Caltrans proposes to implement the following avoidance and minimization measures as part of the proposed action:

- Advising measures to prevent excessive pile-driving noise levels.
- Work windows will be established and related measures for work near environmentally sensitive areas, including the Los Angeles River.
- To minimize the potential for impacts to steelhead and turtles in estuarine habitats and other areas along the Los Angeles River, a qualified biologist will monitor construction in the vicinity of such areas to ensure that vegetation removal measures, best-management practices (BMP), ecologically sensitive areas (ESA), and all avoidance and minimization measures are properly implemented. An employee-education program for all construction personnel will be developed and implemented by the biological monitor prior to construction.
- Use minimal-impact construction equipment and methods within or near the Los Angeles River. Prior to the use of equipment in the river or creeks, the equipment will be thoroughly cleaned and inspected to prevent the introduction of nonnative aquatic species. Equipment will be staged and stored off site or within previously disturbed, non-sensitive upland areas.
- The use of rodenticides, herbicides, insecticides, or other chemicals that could potentially harm steelhead or turtles will be monitored by a qualified biologist and shall be prohibited in and adjacent to sensitive habitats.
- A Statewide National Pollutant Discharge and Elimination System Construction General Permit and construction site BMP outlines in the project's Storm Water Pollution Prevention Plan, including specific measures to limit the spread of contaminated sediment during

² Endangered and Threatened Wildlife and Plants; Final Rule to List E11 Distinct Population Segments of the Green Sea Turtle (*Chelonia mydas*) as Endangered or Threatened and Revision of Current Listings Under the Endangered Species Act. Federal Register, Vol. 81, No. 66. April 6, 2016.

construction in and adjacent to the Los Angeles River, will be implemented to avoid and minimize negative effects on water quality.

- Restrict litter debris from falling into the Los Angeles River during regular operation. When working over the river, floating booms and/or other acceptable equipment shall be used to contain debris. All construction-related debris shall be removed no later than the end of each day.
- If work must be done at night, noise and lighting will be directed away from the Los Angeles River, adjacent parks, wetlands, and vacant lands.
- The Los Angeles River will be kept clear of all equipment or structures that could potentially serve as barriers to wildlife movement through the corridor.
- Construction techniques utilized within and adjacent to the Los Angeles River would be designed to minimize impacts on downstream conditions (e.g., flow rate, turbidity), and measures would be implemented to prevent the spread of invasive aquatic species.
- A biological monitor will be on site during pile-driving activities in the Los Angeles River to monitor for steelhead. If observed, pile driving will cease, and NMFS will be contacted to determine appropriate steps to avoid additional impacts. Sound levels will be monitored to ensure peak sound levels do not exceed 206 peak measured decibel level (dB_{peak}) or 183 sound exposure level (SEL). If exceeded, additional measures additional mitigation measures will be developed in coordination with NMFS.
- During pile-driving activities in the tidally influenced reaches of the Los Angeles River, the designated biological monitor will be on site to record the presence or behavior of any sea turtles or marine mammals that approach the project area, and to initiate the shutdown of activities as necessary if sea turtles or marine mammals are observed entering the “shutdown” zone. For all pile driving activities, the “shutdown zone” will be matched to the type of pile and pile driving activity being conducted, and designed around an area that defines an expected acoustic zone of influence that meets the acoustic guidance for Level B harassment for marine mammals under the MMPA³ for that specific pile-driving activity and pile type. Following completion of the Advance Planning Studies by Caltrans in the fall of 2019 that are necessary to provide information on the expected acoustic impacts from the specific pile-driving activity that will be conducted in the tidally influenced reaches of the Los Angeles River, Caltrans will develop and submit a marine mammal and sea turtle monitoring and avoidance plan to NMFS for review prior to initiating the proposed project.

Action Agency’s Effects Determination

Caltrans determined the proposed action “may affect, but is not likely to adversely affect” SC steelhead. This determination is based on the low likelihood of steelhead being present with in the action area and the possibility of the species already being extirpated from the Los Angeles River due to lack of habitat in the river. Caltrans has also determined the proposed action “may affect, but is not likely to adversely affect” East Pacific DPS green sea turtles based on their low likelihood of being present in the action area along with the avoidance and minimization measures described above.

³ Acoustic guidance for Level B acoustic harassment under the MMPA is 160 dB re 1 μPa RMS for impulsive sounds such as impact hammers for pile driving, and 120 dB re 1 μPa RMS for continuous sounds such as those produced during vibratory pile driving. The 120 dB RMS threshold is commonly modified to reflect the ambient noise levels which can be in excess of 120 dB RMS.

Consultation History

On November 26, 2018, NMFS received Caltrans' letter and biological assessment requesting initiation of consultation under Section 7 of the ESA. The consultation package contained sufficient information on the proposed action and the possible effects to endangered SC steelhead. However, on December 14, 2018, NMFS reached out to Caltrans to discuss additional information needs regarding potential impacts along with avoidance and minimization measures for the threatened East Pacific DPS green sea turtle. Response from Caltrans and continued exchanges of information occurred in December, into January and February, 2019, surrounding the lapse in appropriations that resulted in a partial Federal government shutdown.

Effects of the Action

Under the ESA, "effects of the action" means the direct and indirect effects of an action on the listed species or critical habitat, together with the effects of other activities that are interrelated or interdependent with that action (50 CFR 402.02). The applicable standard to find that a proposed action is not likely to adversely affect listed species or critical habitat is that all of the effects of the action are expected to be discountable, insignificant, or completely beneficial. Beneficial effects are contemporaneous positive effects without any adverse effects to the species or critical habitat. Insignificant effects relate to the size of the impact and should never reach the scale where take occurs. Discountable effects are those extremely unlikely to occur.

Given NMFS' familiarity with the river and creeks in the action area, endangered steelhead are not expected to be present within the action area. Due to this and the proposed avoidance and mitigation measures, direct or indirect effects to steelhead are discountable. Measures to contain contaminants, avoid excessive noise levels, and minimize disturbance to the channel will be implemented to avoid and minimize the likelihood of effects.

As mentioned above, it is possible that green sea turtles could occasionally be found in the tidally influenced lower Los Angeles River south of the Willow Street crossing portion of the proposed action area. Potential impacts to any green turtles in the project area include risks of injury or disturbance as a result of project activities. Any turtle present in these project areas could receive significant injuries if struck by any equipment or debris that may be released during project activities. In addition, some of the project activities, such as the removal/installation of piles, involve the generation of loud sounds that have the potential to disturb, or potentially cause hearing impairments, to any animals that are in the vicinity. Other potential impacts include disturbance or degradation of any habitat that sea turtles may use. Caltrans indicated they would employ the avoidance and minimization measures during project activities described above to avoid adverse effects to green sea turtles, and expects these actions to minimize the risk of potential adverse effects to green sea turtles from these activities, in the unlikely event that green sea turtles enter the project areas.

In total, we expect implementation of the proposed measures, including use of monitors and "shutdown" zones and best management practices to control the release of debris and minimize habitat impacts, to be effective at minimizing the risks of contact between sea turtles and potential effects from the proposed project. Although the monitoring plan during pile driving cannot be finalized until Advance Planning Studies on the pile driving necessary for the project are completed, we anticipate a monitoring program designed to avoid potential Level B harassment for marine mammals during pile driving will minimize the chance of green sea turtles being exposed to potentially injurious sound levels during pile driving using any pile driving methods, including

impact or vibratory hammers, or pile-jetting methods. Currently, there is no specific guideline for safety criteria that directly relate to sea turtle injuries or behavioral changes resulting from elevated sound-pressure levels that may result from the removal or installation of piles. In general, NMFS and other federal agencies have relied upon the noise criteria and acoustic guidance for marine mammals (cetaceans or pinnipeds) and the safety zones that are employed for projects to minimize the risk of injury to these species as a conservative proxy for managing impacts of very loud sound on sea turtles. While sea-turtle hearing has not been studied nearly as much as marine-mammal hearing, the general consensus is that, given the relatively complex hearing and communication systems and the wide ranges (sound frequency) of sound detection that are known for many marine mammal species compared to the relatively simple hearing systems and limited range of sound detection that has been described to date for sea turtles, it is likely that most, if not all, marine mammal species are more sensitive to underwater sound than sea turtles. The proposed action also includes measures designed to minimize or avoid impacts on the surrounding habitat as much as possible, and no significant adverse impact to the local habitat have been identified. As a result of the measures included in the proposed action, and the relatively low likelihood that sea turtles will commonly be in project areas, we conclude the risks of adverse effects to green sea turtles occurring as a result of the proposed action are discountable.

Conclusion

Based on this analysis, NMFS concurs with Caltrans that the proposed action is not likely to adversely affect endangered SC steelhead or threatened East Pacific green sea turtle and designated critical habitats for these species.

Reinitiation of Consultation

Reinitiation of consultation is required and shall be requested by Caltrans or by NMFS, where discretionary Federal involvement or control over the action has been retained or is authorized by law and (1) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (2) the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this concurrence letter; or if (3) a new species is listed or critical habitat designated that may be affected by the identified action (50 CFR 402.16). If any ESA-listed species are injured or killed as a result of the proposed action, the proposed project should cease immediately. Incidents of ESA-listed marine mammal or sea turtle injuries or mortalities resulting from the proposed project must be immediately reported to Justin Viezbicke, California Stranding Network Coordinator, at (562) 980-3230 or Justin Greenman, Assistant Stranding Network Coordinator, at (562) 980-3264. This concludes the ESA portion of this consultation.

Marine Mammal Protection Act

As discussed by Caltrans in their biological assessment, California sea lions (*Zalophus californianus*) may be found in the tidally influenced lower Los Angeles River south of the Willow St. crossing portion of the proposed action area. Marine mammals are protected under the Marine Mammal Protection Act (MMPA) (16 U.S.C. § 1361 et seq.). Under the MMPA, it is illegal to "take" a marine mammal without prior authorization from NMFS. "Take" is defined as to harass, hunt, capture, or kill, or attempt to harass, hunt, capture, or kill any marine mammal. Except with respect to military readiness activities and certain scientific research conducted by, or on behalf of, the Federal Government, "harassment" is defined as any act of pursuit, torment, or annoyance which

has the potential to injure a marine mammal in the wild, or has the potential to disturb a marine mammal in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering. If the incidental take of marine mammals is expected to occur as a result of any proposed action, the applicant should apply for an Incidental Harassment Authorization (IHA) or Letter of Authorization (LOA) from NMFS well in advance of the proposed action. Please note that this letter does not provide Incidental Harassment Authorization for any marine mammals, which can only be obtained from NMFS' Office of Protected Resources in Silver Spring, Maryland.

As described above, Caltrans intends to implement a monitoring plan to avoid exposure of marine mammals to potentially injuries or disruptive (Level B harassment) sound levels. During the monitoring associated with this proposed project, Caltrans should note marine mammal presence and any behaviors indicative of potential harassment under the MMPA. These behaviors could include startled response, irregular diving, or flushing from haul-out positions in the vicinity of the project area. Implementation of the protocols for avoiding impacts to sea turtle during the proposed project described earlier should help minimize the potential for marine mammal harassment or injury resulting from this additional proposed activity. NMFS requests that Caltrans carefully record the behavior of any marine mammals observed within the proposed project area. If the proposed project disturbs marine mammals, Caltrans should cease activity and contact NMFS before proceeding further. In the unlikely event of an injury or mortality of a marine mammal due to this project, please immediately contact our regional stranding coordinator, Justin Viezbicke, at (562) 980-3230, or Justin Greenman, Assistant Stranding Network Coordinator, at (562) 980-3264.

Please direct questions regarding SC steelhead to Jess Adams in Long Beach, CA at (562) 980-4013 or jessica.adams@noaa.gov. Please direct questions regarding sea turtles and marine mammals to Dan Lawson, 562-980-3209, Dan.Lawson@noaa.gov.

Sincerely,



Anthony P. Spina
Chief, Southern California Branch
California Coastal Office

cc: Sean Herron, Caltrans D7 (sean.herron@dot.ca.gov)
Dan Lawson, NMFS (dan.lawson@noaa.gov)
Administrative File: 151422WCR2018CC00235

From: [Herron, Sean@DOT](mailto:Herron,Sean@DOT)
To: [Draguesku, Colleen](mailto:Draguesku,Colleen)
Cc: [Cordi, Michelle@DOT](mailto:Cordi,Michelle@DOT); [Erin Martinelli](#); [Allison Morrow](#)
Subject: RE: [EXTERNAL] RE: Caltrans I-710 Corridor Biological Assessment
Date: Tuesday, February 19, 2019 11:04:59 AM
Attachments: [image003.png](#)
[DeForest Park Impacts Page from I-710 Draft Biological Assessment 11-14-2018.pdf](#)

Hi Colleen,

Sorry for the delay – I was just leaving for the long weekend when you emailed me last Thursday. The impacts at DeForest Park would occur directly beneath and in areas immediately adjacent to the Long Beach Blvd. bridge in association with work on the footings/pier walls. Refer to the attached PDF showing the project footprint around Long Beach Blvd. and the zoomed in image I've copied and pasted below:



There was no riparian vegetation observed beneath the bridge at the time of the biological surveys (as shown in the attached photos) and suitable habitat for least Bell's vireo is not expected to occur beneath the bridge. Please also note that the area to be impacted is frequently disturbed by homeless encampments, which would also preclude LBV from the area. The location of riparian vegetation starts approximately 200 feet northeast of the Long Beach Blvd. bridge; areas between the bridge and start of riparian vegetation is a combination of bare ground and low-growing invasive species (non-native grasses, Russian thistle, curly dock, etc., as shown in the attached photos). Therefore, no direct impacts to riparian vegetation/suitable LBV habitat in DeForest Park are anticipated.

Thank you,

Sean Herron, District Biologist
Caltrans, District 7
Division of Environmental Planning
100 S. Main Street MS 16A, Los Angeles, CA 90012
(213) 897-8081

From: Draguesku, Colleen <colleen_draguesku@fws.gov>
Sent: Thursday, February 14, 2019 4:15 PM
To: Herron, Sean@DOT <Sean.Herron@dot.ca.gov>
Subject: Re: [EXTERNAL] RE: Caltrans I-710 Corridor Biological Assessment

I apologize Sean. I actually have one question-
Can you let me know the amount of riparian habitat (if any) that would have direct permanent or temporary impacts near the De Forest Park Restoration?

I ask about that location because it seems like it could support vireo from the aerial photographs I'm looking at, and it may be directly impacted by the project.

If the project would result in direct impacts to riparian habitat at De Forest Park, we will likely need protocol-level surveys for vireo. If vireo are present, we would need mitigation specific to vireo to offset the impacts of the project, which is not currently proposed.

Conversely, if the project would not result in direct impacts to riparian habitat at De Forest Park, we would be comfortable holding off on protocol-level surveys and only requiring the surveys if construction would occur during the breeding season, as currently proposed, to protect the birds from indirect impacts.

Thanks,
Colleen

Colleen Draguesku
Fish and Wildlife Biologist
U.S. Fish & Wildlife Service
2177 Salk Avenue, Suite 250
Carlsbad, California 92008
(760) 431-9440 x241
colleen_draguesku@fws.gov

On Thu, Feb 14, 2019 at 3:38 PM Draguesku, Colleen <colleen_draguesku@fws.gov> wrote:

Hi Sean,

I do not have any additional comments on the BA. Thank you for the response and clarifications.

I will let you know if anything comes up as the consultation proceeds through my office.

I don't have any bridge-safe designs to share with you right now, but appreciate the ability to weigh in later. If I find any literature or design examples, I will be sure to share them.

Thanks,

Colleen

Colleen Draguesku
Fish and Wildlife Biologist
U.S. Fish & Wildlife Service
2177 Salk Avenue, Suite 250
Carlsbad, California 92008
(760) 431-9440 x241
colleen_draguesku@fws.gov

On Fri, Feb 8, 2019 at 2:50 PM Herron, Sean@DOT <Sean.Herron@dot.ca.gov> wrote:

Hi Colleen,

I wanted to check in and see if you have any additional comments, questions, or concerns regarding the Biological Assessment Caltrans submitted for the I-710 Corridor Project. Also, I wanted to follow up and see if USFWS has any input on specific bird-safe bridge design features that the Service would like to see incorporated. As stated in my last email, detailed design plans that incorporate specific design features to protect birds have not yet been produced, but will be developed during final design. Consistent with Measure AS-1 in the Final EIR/EIS, the USFWS will be given an opportunity to review and provide input on the final bridge designs.

Thank you,

Sean Herron, District Biologist
Caltrans, District 7
Division of Environmental Planning
100 S. Main Street MS 16A, Los Angeles, CA 90012
(213) 897-8081

From: Herron, Sean@DOT

Sent: Wednesday, December 19, 2018 3:50 PM

To: Draguesku, Colleen <colleen_draguesku@fws.gov>

Cc: Erin Martinelli <Erin.Martinelli@lsa.net>; Allison Morrow <Allison.Morrow@lsa.net>; Cordi, Michelle@DOT <Michelle.Cordi@dot.ca.gov>; Roach, Jason P@DOT <jason.roach@dot.ca.gov>; Caron, Paul D@DOT <paul.d.caron@dot.ca.gov>

Subject: RE: Caltrans I-710 Corridor Biological Assessment

Hi Colleen,

Thank you for providing notes and questions regarding the I-710 Corridor BA. We inadvertently left out direct reference to the October 23, 2017 USFWS letter regarding the July 2017 Recirculated Draft EIR and Supplemental Draft EIS. Thank you for bringing this to our attention; we will add the reference to the consultation history in Sections 1.3 and 2.3. As explained below, our team believes that the six comments contained within the 2017 letter from USFWS regarding the SDEIS are addressed in the BA, as discussed below:

Response to Comment No. 1 regarding relocation of utilities into the Los Angeles River channel:

- The Preferred Alternative does not require the relocation of the Los Angeles Department of Water and Power towers into the Los Angeles River as was proposed under Alternatives 6A, 6B, and 6C in the 2012 Draft EIR/EIS. The Preferred Alternative consists of highway improvements that would require encroachments within the 100-year floodplain of the Los Angeles River, the Compton Creek, and the Rio Hondo Channel as part of the bridge and levee improvements. However, according to the *Flood Control Facilities Report* (2017), the Preferred Alternative would not change the capacity of the Los Angeles River, Compton Creek, or the Rio Hondo Channel to carry water or result in a measurable impact to the 100-year floodplain elevation. The proposed encroachments would not result in any adverse impacts on the natural and beneficial floodplain values, would not result in a substantial change in flood risk or damage, and would not have potential to cause interruption or termination of emergency services or emergency routes. Therefore, the Preferred Alternative does not constitute a significant floodplain encroachment as defined in 23 Code of Federal Regulations (CFR) 650.105(q). Because new piers proposed as part of the build alternatives would mimic the existing pier configurations upstream and downstream, there would be no substantial effects to the water surface elevation, velocity of flood flows, sedimentation, or scour in the vicinity of the new piers or downstream.
- The BA addresses project effects to water flow in the river by stating on pages 24, 81, and 93 that construction techniques and activities would be designed and implemented in manners that would minimize disturbance of normal river processes and impacts on downstream conditions (e.g., flow rate, turbidity).

Response to Comment No. 2 regarding mitigation for shading impacts:

- Measure NC-1 in Section 3.16.4 of the Final EIR/EIS states that permanent impacts to

estuarine and riparian/riverine habitat will be replaced on- or off-site at a minimum 2:1 ratio with in-kind habitat. Permanent impacts to these habitat types associated with shading of areas below the bridges or elevated roads will be offset in accordance with Measure NC-1.

- The BA addresses this comment by categorizing shading as an indirect *permanent* impact (pages 59 and 68) and stating in Section 5.5.2 Compensation (page 79) that permanent impacts to estuarine/open water and riparian/riverine communities within the Action Area will be mitigated at a minimum ratio of 2:1, which is in accordance with measure NC-1.

Response to Comment No. 3 regarding bird-safe bridge designs:

- Detailed design plans that incorporate specific design features to protect birds have not yet been produced, but will be developed during final design. While there is a great deal of published information regarding building designs to minimize bird strikes, there is not much published research regarding bridge designs to minimize bird strikes. **Any input that USFWS can provide with regards to specific design features that the Service would like to see incorporated would be appreciated.** Consistent with Measure AS-1 in the Final EIR/EIS, the USFWS will be given an opportunity to review and provide input on the final bridge designs.
- The BA addresses this comment in Section 1.4.5.1 Project Design Modifications for Avoidance and Minimization (pages 21 and 22) by stating that the Preferred Alternative includes designing new and renovated bridge structures to ensure the safety of birds flying up and down the Los Angeles River and that Caltrans will consider recommendations from USFWS during Section 7 consultation and will implement appropriate conditions within the design phase of the proposed project.

Response to Comment No. 4 regarding western snowy plover:

- The conclusion of “absent” pertains to nesting habitat and to the fact that the species was not observed during surveys conducted for the proposed project. Snowy plover records on eBird are from late July and August, the post-breeding season for the species. As suggested under the “Status Federal/State” column in Table 3.20-2 of the Final EIR/EIS with the inclusion of “(nesting)”, the occurrence of nesting sites, not necessarily occurrences during migration foraging stops, are of interest and are tracked under the California Natural Diversity Database (CNDDB). Therefore, because there is no nesting habitat within the project area and because the species was not observed during biological surveys conducted for the proposed project, the conclusion of “absent” was made.
- The BA addresses this comment by explaining that the determination of *May Affect, Not*

Likely to Adversely Affect for the western snowy plover was made because the Action Area contains only foraging, not nesting, habitat for the western snowy plover (SNPL). The BA explains on page 85 that because the Action Area contains only occasional foraging SNPL visitors, the species is not expected to be directly affected by the Preferred Alternative, that there is only a low potential for temporary indirect effects to foraging individuals.

Response to Comment No. 5 regarding least Bell's vireo:

- The conclusion of "absent" pertains to nesting habitat and to the fact that the species was not observed during surveys conducted for the proposed project. As suggested under the "Status Federal/State" column in Table 3.20-2 of the Final EIR/EIS with the inclusion of "(nesting)", the occurrence of nesting sites, not necessarily occurrences during migration foraging stops, are of interest and are tracked under the CNDDDB. At the time the document was written, there was only marginally suitable nesting habitat within the project area and there were no records of least Bell's vireo occurring near the project area during the species' nesting season; thus, the conclusion of "absent" was made. However, recent habitat restoration projects adjacent to the Los Angeles River have resulted in the establishment of more suitable nesting habitat for least Bell's vireo and there are several recent eBird records in which the species was observed during the breeding season within the vicinity of the project area. Although there are currently no available records of least Bell's vireo nesting in these areas, suitable habitat is expanding and improving, and it is reasonable to expect that the species may begin nesting within or adjacent to the project area in the near future. As such, the Final EIR/EIS has been revised to consider potential impacts to least Bell's vireo and conclude that potential nesting habitat is present.
- This comment was addressed in the BA by (1) stating that LBVI has been documented in the Action Area in recent years, (2) acknowledging that the Action Area now contains suitable nesting habitat for the species, and (3) providing a discussion in Section 5 regarding potential impacts and conservation measures to minimize or avoid impacts to LBVI.

Response to Comment No. 6 regarding least Bell's vireo:

- As stated in Response to Comment No. 5, above, habitat suitability for least Bell's vireo has improved within and adjacent to the project area since the first environmental document was written and the species has recently been recorded in these areas during the breeding season, though nesting has not yet been documented. As such, the Environmental Consequences section in Section 3.20 of the Final EIR/EIS has been revised to address potential impacts to least Bell's vireo, and avoidance and minimization measures have also been added to the Final EIR/EIS. Informal consultation with the

USFWS was initiated by Caltrans as assigned by the Federal Highway Administration (FHWA) pursuant to the Federal Endangered Species Act (FESA) on November 19, 2018.

- The initiation of informal consultation with USFWS via submittal of the BA on November 19, 2018 partially addresses this comment. The remaining portion of the comment is addressed, as explained above, by (1) stating that LBVI has been documented in the Action Area in recent years, (2) acknowledging that the Action Area now contains suitable nesting habitat for the species, and (3) providing a discussion in Section 5 regarding potential impacts and conservation measures to minimize or avoid impacts to LBVI.

Please let me know if you have any more comments or questions. Thanks again for your comments; we look forward to continued coordination with USFWS on this project.

Sincerely,

Sean Herron, District Biologist
Caltrans, District 7
Division of Environmental Planning
100 S. Main Street MS 16A, Los Angeles, CA 90012
(213) 897-8081

From: Herron, Sean@DOT
Sent: Friday, December 14, 2018 9:10 AM
To: 'Draguesku, Colleen' <colleen_draguesku@fws.gov>
Subject: RE: I-710 Biological Assessment

Hi Colleen,

Thank you for the feedback. I'm still coordinating with our consulting team but we should have responses to your comments ready soon.

Regards,

Sean Herron, District Biologist
Caltrans, District 7
Division of Environmental Planning
100 S. Main Street MS 16A, Los Angeles, CA 90012
(213) 897-8081

From: Draguesku, Colleen <colleen_draguesku@fws.gov>
Sent: Tuesday, December 11, 2018 2:36 PM

To: Herron, Sean@DOT <Sean.Herron@dot.ca.gov>

Subject: I-710 Biological Assessment

Hi Sean,

I'm reviewing the biological assessment for the I-710 Corridor Project. Here are a few notes:

- 1) We submitted comments on the SDEIS on October 23, 2017 (attached). Can you show me how these comments were addressed?
- 2) Our comments on October 23, 2017 were not discussed in section 1.3 of the consultation history or in section 2.3.
- 3) How will bridges be designed to protect migrating birds as suggested in section 1.4.5.1 and section 1.4.5.2? Are there figures or examples you could provide?

Thanks,
Colleen

Colleen Draguesku
Fish and Wildlife Biologist
U.S. Fish & Wildlife Service
2177 Salk Avenue, Suite 250
Carlsbad, California 92008
(760) 431-9440 x241
colleen_draguesku@fws.gov

From: [Johntommy Rosas](#)
To: [Harper, Caprice@DOT](#)
Cc: [JOHNTOMMY ROSAS](#); [Rod McLean](#); [Natalie Brodie](#); [Allison Morrow](#)
Subject: Re: I-710 Corridor Programmatic Agreement
Date: Thursday, February 21, 2019 12:49:53 PM

Sounds good, thank you.

On Thu, Feb 21, 2019 at 11:53 AM Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov> wrote:

Hi John Tommy,

It was nice to talk to you on the phone this morning. As we discussed, Monday mid-day would be a good time to receive any outstanding comments that you might have. I am hopeful that you take a look and think that we have done a fabulous job.

We are hoping to send the CSO-approved PA to CSO to forward to SHPO in the next day or so.

Kip

Caprice "Kip" Harper

Associate Environmental Planner

PQS Principal Investigator--Prehistoric Archaeology &

PQS Principal Architectural Historian

Caltrans - District 7 (Los Angeles)

(213) 897-0676

From: Johntommy Rosas <tattnlaw@gmail.com>
Sent: Thursday, February 21, 2019 11:37 AM
To: Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov>; JOHNTOMMY ROSAS <jtr@tongvanation.org>
Cc: Rod McLean (rod.mclean@lsa.net) <rod.mclean@lsa.net>; Natalie Brodie <Natalie.Brodie@lsa.net>; Allison Morrow <Allison.Morrow@lsa.net>; Cordi, Michelle@DOT <Michelle.Cordi@dot.ca.gov>; Roach, Jason P@DOT <jason.roach@dot.ca.gov>
Subject: Re: I-710 Corridor Programmatic Agreement

Hi Kip,

I confirm receipt of your email and the attached PA.

I will review it and send my comments soon -

what is your time frame to complete draft 2 and to complete the PA final version?

thanks,I really appreciate it , jt

direct line 310 570 6567

On Thu, Feb 21, 2019 at 11:25 AM Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov> wrote:

Hi John Tommy,

Attached please find the Revised I-710 Corridor Draft Project-level Programmatic Agreement (PA) with attachments. You previously signed an earlier draft of the PA (August 2018). Caltrans Cultural Studies Office (CSO) had a few minor changes to some of the whereas language.

The Project-level PA Attachments are as follows:

- A. Project Description
- B. APE Map
- C. Historic Properties Treatment Plan
- D. Native American Consultation
- E. United States Army Corps of Engineers Consultation
- F. I-710 Staging Concepts—Sections, Major Components, and Construction Phases
- G. Application of Secretary of the Interior's Standards (SOIS)

Concurring Parties are invited to sign on page 17 of the PA.

Please let me know if you have any questions.

Kip

Caprice "Kip" Harper

Associate Environmental Planner

PQS Principal Investigator--Prehistoric Archaeology &

PQS Principal Architectural Historian

Caltrans - District 7

Division of Environmental Planning

100 S. Main Street, MS16A

Los Angeles, CA, 90012

Telephone: (213) 897-0676

Fax: (213) 897-0685

caprice.harper@dot.ca.gov

--

JOHN TOMMY ROSAS
TRIBAL ADMINISTRATOR
TRIBAL LITIGATOR -TATTN JUDICIAL # 0001
TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION

A TRIBAL SOVEREIGN NATION UNDER THE UNDRIP AND AS A TREATY [s] SIGNATORIES RECOGNIZED TRIBE,
INCLUDING BY THE STATE OF CALIFORNIA WITH HISTORICAL & DNA AUTHENTICATION ON CHANNEL ISLANDS
AND COASTAL VILLAGES - AND AS A CALIFORNIA NATIVE AMERICAN TRIBE / SB18-AB 52-AJR 42-ACHP/NHPA
- CALIFORNIA INDIANS JURISDICTIONAL ACT U S CONGRESS APPROVED MAY 18, 1928 45 STAT. L 602

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JOHN TOMMY ROSAS
TRIBAL ADMINISTRATOR
TRIBAL LITIGATOR -TATTN JUDICIAL # 0001
TONGVA ANCESTRAL TERRITORIAL TRIBAL NATION

A TRIBAL SOVEREIGN NATION UNDER THE UNDRIP AND AS A TREATY [s] SIGNATORIES RECOGNIZED TRIBE,
INCLUDING BY THE STATE OF CALIFORNIA WITH HISTORICAL & DNA AUTHENTICATION ON CHANNEL ISLANDS AND
COASTAL VILLAGES - AND AS A CALIFORNIA NATIVE AMERICAN TRIBE / SB18-AB 52-AJR 42-ACHP/NHPA
- CALIFORNIA INDIANS JURISDICTIONAL ACT U S CONGRESS APPROVED MAY 18, 1928 45 STAT. L 602

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From: Harper_Caprice@DOT
To: Andrew.Salas
Cc: Andy.Salas; Rod.McLean; Natalie.Brodie; Allison.Morrow; Roach.Jason.P@DOT; Cordi.Michelle@DOT; Administration.KNRM; Matt.Teutimez.Kizh.Gabrieleno
Subject: RE: I-710 Corridor Programmatic Agreement
Date: Friday, February 22, 2019 9:08:37 AM

Hi Andy,

I need to send the Programmatic Agreement (PA) to the Caltrans Cultural Studies Office (CSO, i.e., Headquarters) early next week for CSO to deliver the document to SHPO. If there are any other changes that need to be made to the PA, I need those by Monday, if possible, or Tuesday morning at the latest.

Kip

Caprice "Kip" Harper
Associate Environmental Planner
PQS Principal Investigator--Prehistoric Archaeology &
PQS Principal Architectural Historian
Caltrans - District 7 (Los Angeles)
(213) 897-0676

From: Harper, Caprice@DOT
Sent: Friday, February 22, 2019 8:35 AM
To: 'Andrew Salas' <gabrielenoindians@yahoo.com>
Cc: Andy Salas <chairman@gabrielenoindians.org>; Rod McLean (rod.mclean@lsa.net) <rod.mclean@lsa.net>; Natalie Brodie <Natalie.Brodie@lsa.net>; Allison Morrow <Allison.Morrow@lsa.net>; Roach, Jason P@DOT <jason.roach@dot.ca.gov>; Cordi, Michelle@DOT <Michelle.Cordi@dot.ca.gov>; Administration KNRM <admin@knrm-nsn.us>; Matt Teutimez.Kizh Gabrieleno <Matt.Teutimez@gmail.com>
Subject: RE: I-710 Corridor Programmatic Agreement

Hi Andy,

I went through the PA and made the change (see attached).

Kip

Caprice "Kip" Harper
Associate Environmental Planner
PQS Principal Investigator--Prehistoric Archaeology &
PQS Principal Architectural Historian
Caltrans - District 7 (Los Angeles)
(213) 897-0676

From: Andrew Salas <gabrielenoindians@yahoo.com>
Sent: Thursday, February 21, 2019 3:35 PM
To: Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov>
Cc: Andy Salas <chairman@gabrielenoindians.org>; Rod McLean (rod.mclean@lsa.net) <rod.mclean@lsa.net>; Natalie Brodie <Natalie.Brodie@lsa.net>; Allison Morrow <Allison.Morrow@lsa.net>; Roach, Jason P@DOT <jason.roach@dot.ca.gov>; Cordi, Michelle@DOT <Michelle.Cordi@dot.ca.gov>; Administration KNRM <admin@knrm-nsn.us>; Matt Teutimez.Kizh Gabrieleno <Matt.Teutimez@gmail.com>
Subject: Re: I-710 Corridor Programmatic Agreement

attach religious or cultural significance to the affected property of the chosen alternative with a brief letter report.

- B. Within 24 months after Caltrans has determined that all relevant fieldwork required by Stipulation II has been completed, Caltrans will ensure preparation and subsequent concurrent distribution to the other PA parties and Consulting Tribes, for review and comment, the draft technical report(s) that documents the results of the final identification and evaluation of historic properties efforts. The other PA parties will be afforded 30 days following receipt of the draft technical report(s) to submit any written comments to Caltrans. Failure of these parties to respond within this time frame shall not preclude Caltrans from authorizing revisions to the draft technical report(s), as Caltrans may deem appropriate. Caltrans will provide the other PA parties with written documentation indicating whether and how the draft technical report(s) will be modified in accordance with any comments received from the other PA parties. Unless any PA party objects to this documentation in writing to Caltrans within 30 days following receipt, Caltrans may modify the draft technical report(s), as Caltrans may deem appropriate. Thereafter, Caltrans may issue the technical report(s) in final form and distribute the document(s) in accordance with paragraph B of this stipulation.
- C. Copies of the final technical report(s) documenting the results of the final identification and evaluation of historic properties efforts will be distributed by Caltrans to the other PA parties and to the South Central Coastal Information Center of the California Historic Resources Information System.

V. NATIVE AMERICAN CONSULTATION

Caltrans has consulted with Native American groups and individuals (listed in Attachment D of this PA) identified by the Native American Heritage Commission regarding the proposed Undertaking and its effects on historic properties, will continue to consult with them, and will afford them, should they so desire, the opportunity to participate in the implementation of the PA and of the Undertaking. As a result of this consultation, the Tongva Ancestral Territorial Tribal Nation, the Gabrielino/Tongva San Gabriel Band of Mission Indians, and the Gabrielino Band of Mission Indians have been invited to participate as consulting parties in this PA. Should any of the remaining parties consulted desire, individually, to participate as a PA party as herein set forth, Caltrans will make an effort to reach a consensus with each such party regarding the manner in which they may participate in the implementation of this PA and the Undertaking, and regarding any time frames or other matters that may govern the nature, scope, and frequency of such participation.

VI. TREATMENT OF HUMAN REMAINS OF NATIVE AMERICAN ORIGIN

As legally mandated, human remains and related items discovered on privately-owned land during the implementation of the terms of this MOA and the Undertaking will be treated in accordance with the requirements of Health and Safety Code Section 7050.5(b). If pursuant to of Health and Safety Code Section 7050.5(c) the coroner determines that the human

If the following highlighted entity refers to our tribal government please revise our name please.

We are Gabrieleño Band of Mission Indians Kizh Nation .

We will continue to going through the document . Thank you

<image1.jpeg>

Sent from my iPhone

On Feb 21, 2019, at 11:33 AM, Harper, Caprice@DOT <Caprice.Harper@dot.ca.gov> wrote:

Hi Andy,

Attached please find the Revised I-710 Corridor Draft Project-level Programmatic Agreement (PA) with attachments. You previously received earlier drafts of the PA. The Caltrans Cultural Studies Office (CSO) made a few minor changes to some of the whereas language.

The Project-level PA Attachments are as follows:

- A. Project Description
- B. APE Map
- C. Historic Properties Treatment Plan
- D. Native American Consultation
- E. United States Army Corps of Engineers Consultation
- F. I-710 Staging Concepts—Sections, Major Components, and Construction Phases
- G. Application of Secretary of the Interior's Standards (SOIS)

Concurring Parties are invited to sign on page 17 of the PA.

Please let me know if you have any questions.

Kip

Caprice "Kip" Harper
Associate Environmental Planner
PQS Principal Investigator--Prehistoric Archaeology &
PQS Principal Architectural Historian

Caltrans - District 7
Division of Environmental Planning
100 S. Main Street, MS16A
Los Angeles, CA, 90012

Telephone: (213) 897-0676
Fax: (213) 897-0685
caprice.harper@dot.ca.gov

<Revised I-710 Draft PA 2-4-2019 Clean compiled-Rev022119.pdf>

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS,
1120 N STREET, MS 27
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*Making Conservation
A California Way of Life*

March 1, 2019

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Attn: Alicia Perez

Re: Draft Project-level Programmatic Agreement with Attachments for Interstate 710 Corridor Project between Ocean Boulevard and the State Route 60 Interchange, Los Angeles County (FHWA120307B)

Dear Ms. Polanco:

The California Department of Transportation (Caltrans) is pleased to transmit for your review, pursuant to Stipulation XI and the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, 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* (Section 106 PA) a revised draft Memorandum of Agreement (Section 106 MOA) for the above referenced project. Caltrans is transmitting this as part of its National Environmental Policy Act (NEPA) assignment of the Federal Highway Administration (FHWA) responsibilities pursuant to 23 USC 327.

On June 1, 2017, the SHPO concurred on Determinations of Eligibility and Archaeological Sensitivity Study. SHPO advised that a project-level Programmatic Agreement would be appropriate to address unknown archaeological properties. Caltrans has prepared the attached draft Project-level PA to resolve the adverse effect to the historic property. In support of the Project-level PA, Caltrans is also submitting as attachments a *Historic Properties Treatment Plan* (HPTP) and *Application of Secretary of the Interior's Standards* (SOIS) to the Drake Park Historic District and to the Los Angeles River Flood Control Channel during construction.

Thank you for your assistance and we look forward to continuing consultation with you. If you have any questions or concerns please do not hesitate to contact me at (916) 654-3567 or by email at Alexandra.Neeb@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alexandra Neeb".

ALEXANDRA BEVK NEEB
Section 106 Coordinator
Cultural Studies Office/Division of Environmental Analysis



United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



In Reply Refer To:
FWS-LA-08B0786-19I0726

May 2, 2019
Sent by Email

Mr. Paul Caron
Senior District Biologist
Department of Transportation
100 South Main Street, MS-16A
Los Angeles, California 90012-3606

Subject: Informal Section 7 Consultation for the Interstate 710 Corridor Project, Los Angeles County, California

Dear Mr. Caron

This is in response to your letter dated November 19, 2018, and received on November 26, 2018. You requested our concurrence with your determination that the subject project is not likely to adversely affect the federally endangered least Bell's vireo (*Vireo bellii pusillus*; vireo) and California least tern [*Sternula antillarum browni* (*Sterna a. b.*); least tern], and the federally threatened western snowy plover {Pacific Coast population DPS [*Charadrius nivosus nivosus* (*C. alexandrinus n.*); plover]} in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*).

The project is receiving Federal funding through the Federal Highway Administration (FHWA). The California Department of Transportation (Caltrans) has assumed FHWA's responsibilities under the Act for this consultation in accordance with Renewed 23 U.S.C. 326 and 23 U.S.C. 327 and as described in the National Environmental Policy Act assignment Memorandum of Understanding between FHWA and Caltrans (effective October 1, 2012).

Project Description

Caltrans, in cooperation with local agencies, proposes to improve about a 19-mile stretch of Interstate 710 (I-710) in Los Angeles County from Ocean Blvd. in the City of Long Beach to State Route 60 (SR-60) in east Los Angeles by increasing the number of general purpose lanes on I-710 and reconfiguring access points to and from I-710 and its crossing freeways. The proposed improvements are intended to improve traffic safety, address existing design deficiencies of I-710, and accommodate projected traffic volumes forecasted for 2035. The entire project area is located in Los Angeles County.

Construction activities will include earthwork, demolition, grading, excavation, fill slopes, and installation of roadway and drainage structures. Road and bridge widening will require demolition and excavation or fill within certain sections, grading, compacting, pile-driving, paving, and

installation of site finishes (e.g., striping, signage, barriers, and landscaping). Enclosures 1 and 2 describe the construction stages and durations for project components in proximity to potentially suitable habitat for listed species.

The range of construction durations for each of the seven sections (as described in Caltrans 2018, Sections for Construction Staging Concepts, page 61; and Construction Stages and Durations for Preferred Alternative Components in Proximity to Potentially Suitable Habitat for Listed Species, page 62) is estimated to be between 3 and 11 years. Work would occur during normal construction hours (7:00 a.m. to 3:00 p.m.) as well as at night.

The estimated extent of temporary and permanent impacts on vegetation communities from the project is summarized in Table 1. The project will temporarily impact up to 8.34 acres and permanently impact up to 5.26 acres of estuarine habitat potentially used by the plover and least tern for foraging and dispersal (i.e., earthen-bottom intertidal portions of the Los Angeles River). The project will temporarily impact up to 2.6 acres and the permanently impact up to 3.16 acres of habitat potentially used by the vireo for foraging, dispersal, or nesting (i.e., marsh and riparian scrub). Most of the permanent impacts associated with this project will result from shading from bridges as opposed to complete removal (Table 1).

Table 1. Project impacts by land cover type

	Estuarine Habitat	Riparian/Riverine Habitats					Total Acres
	Earthen-Bottom Intertidal Portions of Los Angeles River	Marsh	Riparian Scrub	Concrete-Lined Portions of the Los Angeles River and Drainages	Total Riparian and Riverine Habitats	Developed/Ornamental/Ruderal	
Permanent (Direct) Impacts	0.17	0.01	0.15	1.39	1.72	1,555.88	1,557.60
Permanent (Indirect) ¹ Impacts	5.09	0.78	2.22	18.02	26.11	10.57	36.68
Temporary Impacts	8.34	0.67	1.93	19.64	30.58	25.68	56.26
Total Acreage Impacted	13.60	1.46	4.30	39.05	58.41	1,592.13	1,650.54

¹ Shading from bridges and elevated freight corridors are considered indirect permanent impacts

Conservation Measures

Caltrans will implement the following conservation measures (CM) to avoid and minimize adverse effects to federally listed species and their habitat. We consider the measures to be a part of the proposed action, and our analysis assumes that they will be implemented.

General Conservation Measures

- CM 1. Prior to clearing or construction, highly visible barriers (such as orange construction fencing) will be installed around sensitive habitats adjacent to the project footprint under the guidance of a biological monitor to designate Environmentally Sensitive Areas (ESAs) to be avoided and preserved. No grading or fill activity of any type

shall be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in such a manner as to prevent accidental damage to the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where the ESA is immediately adjacent to planned grading activities.

- CM 2. A biologist will monitor construction in the vicinity of estuarine habitat and riparian/riverine areas for the duration of the project as needed to ensure that vegetation removal, Best Management Practices (BMPs), ESAs, and all avoidance and minimization measures are properly implemented.
- CM 3. A Worker Awareness training program will be developed by a biologist, and all construction crews and contractors will be required to participate in the training prior to initiating work on the project. The training will include a review of the vireo, plover, and least tern; their legal status and protections; and measures to be implemented. A record of the information presented and all personnel trained will be maintained.
- CM 4. BMPs for construction will be implemented to avoid and minimize the impacts of the project to suitable habitat for listed species [e.g., chemicals that could potentially harm listed species will not be used in and adjacent to sensitive habitats; equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will not occur in sensitive habitats; debris generated during bridge construction and deconstruction will be prevented from settling into waterways to the fullest extent feasible; construction related debris will be removed no later than the end of each day; construction techniques utilized within and adjacent to waterways will be designed to minimize impacts on downstream conditions (e.g., flow rate, turbidity); minimal impact construction equipment and methods (e.g., a vibrating driver, crane, vibratory hammer, or hydraulic press) will be used to the extent feasible; construction equipment and materials within storm channels will be removed from the channel prior to storms or other high-flow events; on-site pets and the deliberate feeding of wildlife will be prohibited].
- CM 5. A construction Storm Water Pollution Prevention Plan (SWPPP) and soil erosion and sedimentation plan will be developed by the construction contractor to minimize erosion and identify specific pollution prevention measures that will eliminate or control potential point and nonpoint pollution sources on site during and following the project's construction phase.
- CM 6. A weed abatement program will be developed to minimize the importation of nonnative plant material during and after construction. Eradication strategies will be employed should an increase in invasive plants occur.
- CM 7. If any listed wildlife species are discovered within 500 feet of construction activities and have potential to be adversely affected by the project (as determined by the

Project Biologist),¹ the Carlsbad Fish and Wildlife Office (CFWO) will be contacted to determine if it is necessary to re-initiate consultation to address potential direct and/or indirect effects to this species beyond those addressed in this consultation. The Project Biologist shall have the authority to stop work activities in the area until the proper resource agencies have approved the project to proceed.

- CM 8. Construction work in the vicinity of the Los Angeles River and adjacent parks, wetlands, and vacant lands will be limited to daylight hours to the maximum extent feasible to minimize disturbance to listed species to the best extent feasible. If work must be done at night, lights will be selectively placed and directed toward the construction site and away from adjacent habitats. Construction lighting will be of the lowest illumination necessary for safety, and light glare shields will be used to reduce the extent of illumination into adjacent habitats.
- CM 9. Permanent project lighting will be of the lowest illumination necessary for safety and will be directed toward the road and away from sensitive habitats. Light glare shields will be used to reduce the extent of illumination into sensitive habitats.
- CM 10. New and renovated bridges will be designed to ensure the safety of birds flying up and down the Los Angeles River, including the vireo, plover and least tern. Suitable fencing or other structural features on the sides of bridges will direct flying birds up and out of the way of traffic, as well as restrict litter and debris from falling into the Los Angeles River during regular operation.

Vireo Conservation Measures

- CM 11. Protocol surveys will be conducted for the vireo during the breeding season within 1 year prior to the commencement of vegetation clearing and construction activities in potentially suitable habitat for the vireo as determined by the Project Biologist (i.e., riparian scrub) to ensure that survey information for the project remains up to date. If a vireo breeding territory is observed within 500 feet of the project impact area, the CFWO will be contacted to determine if it is necessary to reinitiate consultation to address potential direct and/or indirect effects to this species beyond those addressed in this consultation.
- CM 12. Pre-construction surveys will be conducted by the Project Biologist in suitable vireo habitat within 500 feet of the construction footprint if construction will occur during the vireo breeding season (March 15 to September 1). Surveys will be conducted no more than 72 hours prior to initiating construction activities and will be repeated if construction activities are suspended for 5 days or more. If a vireo breeding territory is observed within the survey area, the CFWO will be contacted to determine if it is necessary to reinitiate consultation to address potential direct and/or indirect effects to this species beyond those addressed in this consultation.

¹ A Project Biologist will be a trained ornithologist with at least 40 hours of independent vireo observation in the field and will be familiar with and able to identify plovers and least terns.

- CM 13. During the vireo breeding season (March 15 to September 1), the Project Biologist will monitor suitable vireo habitat within 500 feet of the project footprint once a week during construction to ensure there are no adverse effects on the vireo. Monitoring may cease prior to September 1 if the Project Biologist demonstrates to the satisfaction of the CFWO that all nesting is complete and that construction activities are not likely to result in adverse effects to the vireo.
- CM 14. Permanent impacts to suitable vireo habitat will be offset at a 3:1 ratio, and temporary impacts to will be offset at a 1:1 ratio, onsite or at a mitigation bank or other site as approved by the Service prior to construction. If vireo are detected within the direct project footprint, impacts to occupied habitat will be offset at a location that is occupied by vireo. If temporary impacts are restored onsite, Caltrans will submit a restoration plan to the Service for review and approval prior to construction. The restoration plan will include a minimum 5-year plant establishment period and quantitative performance criteria that will be achieved for the restoration to be approved as successful by Service. Temporary impact areas will be planted as soon as possible following re-grading after completion of construction to prevent encroachment by non-native plants. Methods for offsetting permanent and temporary impacts will be approved by the Service prior to project construction or vegetation clearing.

Western Snowy Plover and California Least Tern Conservation Measures

- CM 15. Estuarine/open water and riparian/riverine communities will be offset at a minimum ratio of 2:1 for permanent impacts and 1:1 for temporary impacts (except for suitable vireo habitat as described in CM 14, which will be offset at a 3:1 ratio). Compensatory mitigation may be in the form of habitat restoration and/or enhancement in on- or off-site areas where similar habitat exists, or equivalent contribution to a mitigation bank or in-lieu fee program. A Habitat Mitigation and Monitoring Plan (HMMP) will be reviewed and approved by the Service prior to construction to offset impacts to suitable habitat for the plover and least tern.

Baseline Conditions

Interstate-710 generally follows the Los Angeles River from the north to its southern terminus at the Pacific Ocean. The action area includes portions of the Los Angeles River channel and adjacent habitats along the 19-mile project study area, extending from SR-60 to the mouth of the Los Angeles River.

Vireo

The only portion of the Los Angeles River with a natural bottom within the action area is the southernmost 3-mile portion of the river, north of San Pedro Bay and southeast of the City of Long Beach. Local agencies have recently begun implementing wetland and riparian habitat restoration outside of concrete lined portions of the river in association with water quality and groundwater recharge projects. As a result, small areas of native riparian and wetland habitat are becoming established along the Los Angeles River. Existing or proposed restoration areas within or in the vicinity of the action area that contain riparian habitat include the South Gate Riparian Habitat Restoration Project, Dominguez Gap Wetlands Project, DeForest Park Restoration, and the Compton

Creek Improvement Project (cumulatively referred to as the restoration sites). However, regular maintenance associated with flood control along most of the Los Angeles River generally prevents riparian and wetland vegetation from becoming mature and providing high quality habitat for vireo.

While vireo have not been documented breeding within the action area in recent history, individuals have been reported from the restoration areas described above (Caltrans 2018).

Because protocol level surveys have not been conducted for the subject project, the project is not expected to be implemented until 2020, and marginal habitat is present within the action area, vireo could occupy habitat that is directly or indirectly impacted by the proposed project.

Western Snowy Plover and California Least Tern

The river from its mouth to I-105, and to a lesser extent to SR-60, is a premier spot in Los Angeles County for migrant shorebirds, with single day counts numbering up to 15,000 individual birds (Garrett 2008, pers. comm.). According to the U.S. Shorebird Conservation Plan (Page and Shuford 2000, page 31), “Once part of one of the largest flood plains in the United States, the Los Angeles River is now entirely channelized and operated primarily as a flood control facility by the Los Angeles Department of Water and Power and the U.S. Army Corps of Engineers. Within the intertidal portion of the river, extending inland from the mouth about 2.6 miles to the Willow Street crossing in Long Beach, are approximately 234 acres of wetlands, which provide shorebird habitat when water levels are low. Although the river upstream of Willow Street has a cement bottom, a 4-mile stretch, equivalent to about 40 acres of river channel, annually holds thousands of shorebirds during migration (L. Hays pers. comm.).”

Portions of the action area near the mouth of the Los Angeles River provide suitable foraging and dispersal habitat for the plover and least tern, and the species have been documented in the area (Caltrans 2018). While suitable nesting habitat is absent from the action area and sightings of the plover and least tern are rare, the project could directly and indirectly impact occupied habitat.

Effects Analysis

Least Bell’s Vireo

Vireo could be affected by the direct loss of riparian habitat associated with the subject project. The project will temporary impact up to 2.6 acres and the permanently impact up to 3.16 acres of habitat potentially used by the vireo for foraging, dispersal or nesting (i.e. marsh and riparian scrub). However, the estimated impacts to riparian scrub and marsh vegetation are scattered throughout the I-710 project corridor, and we only expect a few locations (i.e., the restoration sites) along the corridor to be suitable for vireo foraging, dispersal and nesting.

A majority of project-related impacts to riparian habitat would occur in small, isolated patches near heavily trafficked roads or bridges. These habitat patches are degraded by ongoing operation of I-710 and other roads in the action area, including elevated levels of noise, dust, lighting, and human activity (e.g., homeless encampments). Therefore, we do not consider the habitat within the impact area to be high-quality nesting habitat for the vireo. However, it may provide for vireo foraging and dispersal.

In addition, the small habitat patches that would be impacted represent at most only a small portion of any vireo territory and, as such, impacts to these patches are not anticipated to result in appreciable impacts to vireo populations in the area. Protocol-level surveys for the vireo will be conducted within 1 year of project construction to ensure that nesting habitat within a breeding territory will not be removed during construction (CM 11). Because of the small size of the anticipated impacts and because the impacts will be confined to degraded patches of habitat, we have determined that sufficient habitat will remain to support essential breeding, foraging, and dispersal behaviors. Therefore, habitat loss associated with the project will not significantly affect vireo survival or reproduction. For the purposes of section 7 consultation, an insignificant effect is one that is sufficiently small that a person would not be able to meaningfully measure, detect, or evaluate it.

Indirect impacts may occur to vireos as a result of noise, vibration, dust, erosion, sedimentation, and human encroachment. Noise and vibration associated with the use of mechanized equipment during construction has the potential to disrupt breeding, foraging and sheltering behaviors in adjacent habitat by masking intraspecific communication and startling birds (e.g., see Dooling and Popper 2007 for a discussion of observed effects of highway noise on birds). However, habitat within the action area is already exposed to high ambient noise and human activity resulting from heavy traffic along the I-710 and adjacent roadways. In addition, pre-construction surveys would be conducted to ensure vireo are not within 500 feet of construction activities where they could be indirectly effected (CM 12). Therefore, disruption from the proposed construction would be insignificant.

Construction lighting also has the potential to affect vireo. Light that alters natural light patterns in ecosystems can lead to increased predation, disorientation, and disruption of inter-specific interactions (Longcore and Rich 2004). Conservation measures have been incorporated into the project to ensure lighting is directed away from biologically sensitive areas (CM 8 and CM 9), and will reduce potential lighting impacts to vireos to the level of insignificance.

In addition, permanent and temporary impacts to vireo habitat will be offset onsite or at a mitigation bank or other site as approved by the Service prior to construction (CM 14). If vireo are detected within the direct project footprint, impacts to occupied habitat will be offset at a location that is occupied by vireo. Therefore, Caltrans will contribute to the recovery of the vireo through the implementation of CM 14.

Western Snowy Plover and California Least Tern

The project will temporary impact up to 8.34 acres and permanently impact up to 5.26 acres of estuarine habitat potentially used by the plover and least tern for foraging and dispersal (i.e., earthen-bottom intertidal portions of the Los Angeles River) at the highly urban mouth of the Los Angeles River. These habitats are degraded by ongoing operations of I-710 and other roads and business activity in the action area, including elevated levels of noise, dust, lighting, and human activity. In addition, the habitat that would be impacted is only a small portion of the habitat available to plovers and least terns for foraging and dispersal at the mouth of the Los Angeles River. Therefore, habitat loss associated with the project will not significantly affect plover and least tern survival or reproduction.

Permanent and temporary impacts to foraging and dispersal habitat for the plover and least tern will be offset through habitat restoration and/or enhancement in on- or off-site areas where similar habitat exists, or equivalent contribution to a mitigation bank or in-lieu fee program as approved by the

Service prior to construction (CM 15). Therefore, Caltrans will contribute to the recovery of the plover and least tern through the implementation of CM 15.

Similar to our analysis of indirect effects to the vireo, with the proposed conservation measures, disruption to plover and least tern foraging and dispersal from project-related lighting, noise, vibration, dust, erosion, sedimentation, and human encroachment would be insignificant.

Conclusion

Based on the information provided and the conservation measures that have been incorporated into the proposed project description, we concur with your determination that the proposed project is not likely to adversely affect the vireo, plover and least tern. We base our concurrence on the following: 1) protocol surveys for the vireo will be conducted within 1 year prior to project construction to ensure that nesting habitat within territories will not be removed; 2) the suitable habitat that will be impacted is not anticipated to significantly interfere with breeding, foraging and dispersal behaviors; and 3) construction activities will be modified to limit indirect affects to nearby natural areas. In addition, the project's permanent and temporary impacts will be offset by restoration and conservation of habitat approved by the CFWO, which will contribute to the survival and recovery of the vireo, plover and least tern.

Therefore, the interagency consultation requirements of section 7 of the Act have been satisfied. Although our concurrence ends informal consultation, obligations under section 7 of the Act will be reconsidered if new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not previously considered or this action is subsequently modified in a manner that was not considered in this assessment.

Thank you for your coordination on this project. We encourage Caltrans to work with CFWO as soon as possible to identify appropriate locations to implement CM 14 and CM 15. If you have any questions regarding this letter, please contact Colleen Draguesku of this office at 760-431-9440, extension 241.

Sincerely,

for Karen A. Goebel
Assistant Field Supervisor

cc:
Matthew Chirdon, California Department of Fish and Wildlife

LITERATURE CITED

[Caltrans] California Department of Transportation. 2018. Biological Assessment Interstate 710 Corridor Project Between Ocean Boulevard and the State Route 60 Interchange. County of Los Angeles, California. November 2018.

Dooling, R.J. and A.N. Popper. 2007. The effects of highway noise on birds. Prepared by Environmental BioAcoustics LLC for the California Department of Transportation, Sacramento, California. 74 pp.

Longcore, T. and C. Rich. 2004. Ecological light pollution. *Front Ecological Environment* 2:191-198.

Page, G.W. and W.D. Shuford. 2000. Southern Pacific Regional Shorebird Plan. U.S. Shorebird Conservation Plan.

Personal Communications

Garrett, K. 2008. Ornithologist, Natural History Museum of Los Angeles County, dated September 23, 2008

Enclosure 1

Biological Assessment Interstate 710 Corridor Project Between Ocean Boulevard and the State Route 60 Interchange Construction Sections

Section	Limits	Freeway and Arterial Crossings
Southern Terminus Section	Ocean Blvd. to Willow St.	Pico Ave. Shoreline Dr. Anaheim St. Pacific Coast Hwy.
I-405 Section	Willow St. to Del Amo Blvd.	Willow St. Wardlow Rd. I-405 Santa Fe Ave. Pacific Pl. Del Amo Blvd.
SR-91 Section	Long Beach Blvd. to Alondra Blvd.	Long Beach Blvd. Artesia Blvd. SR-91 Atlantic Ave. Alondra Blvd.
I-105 Section	Rosecrans Blvd. to Southern Ave.	Somerset/Compton Blvd. Rosecrans Ave. I-105 MLK Blvd. Imperial Hwy.
South Gate Section	Southern Ave. to Firestone Blvd.	Miller Way Southern Ave. Firestone Blvd.
Bell Gardens Section	Clara St. to Randolph St.	Clara St. Florence Ave. Gage Ave.
Northern Section	Slauson Ave. to Humphreys Ave.	Slauson Ave. Atlantic Blvd. Bandini Blvd. 26 th St. Sheila St. Washington Blvd.

I-105 = Interstate 105

I-405 = Interstate 405

MLK Blvd. = Martin Luther King Boulevard

SR-91 = State Route 91

ENCLOSURE 2

Biological Assessment Interstate 710 Corridor Project Between Ocean Boulevard and the State Route 60 Interchange - Project components in proximity to potentially suitable habitat for listed species

Stage	Description	Duration (months)	Months from Start			
			Early Start	Late Start	Early Finish	Late Finish
Southern Terminus Section Construction Stages and Durations						
1	Shoemaker River Bridge Downtown (Eastside) streets WB PCH	18 to 24	0	0	18	24
2	Downtown (Eastside) streets EB PCH	16 to 22	12	18	28	40
3	Shoemaker River Bridge approach Interchange ramps	12 to 18	22	34	34	52
4	Anaheim St. (Eastside)	18 to 24	22	34	40	58
5	Anaheim St. (Westside)	4 to 8	38	56	42	64
6	Anaheim St. On-ramp	2 to 4	42	64	44	68
I-405 Section Construction Stages and Durations						
1 (1)	NB Wardlow Rd. NB I-710/SB I-405 connector	18 to 24	0	0	18	24
1 (2)	SB Wardlow Rd. SB I-405/NB I-710 connector Carson St.	18 to 24	10	16	28	40
2 (1)	NB I-710 SB I-405/SB I-710 connector	10 to 14	24	36	34	50
2 (2)	SB I-710	6 to 10	34	50	40	60
3 (1)	SB I-405	18 to 24	28	40	46	64
3 (2)	NB I-405	18 to 24	46	64	64	88
3 (3)	NB I-405/SB I-710 connector NB I-405	18 to 24	52	76	70	100
3 (4)	NB I-405	18 to 24	64	88	82	112
4 (1)	NB I-710/NB I-405 connector SB I-710/SB I-405 connector	18 to 24	70	100	88	124
4 (2)	NB I-405/NB I-710 connector SB I-405/SB I-710 connector NB and SB freight corridor	18 to 24	76	112	94	136
Willow St. Stages and Durations						
1	WB Willow St. Hill St. POC Spring St. POC	18 to 24	0	0	18	24
2	EB Willow St.	16 to 22	10	16	26	38
3	I-710 Mainline	10 to 14	26	38	36	52
Del Amo Blvd. Stages and Durations						
1 (1)	UPRR overcrossing 208th St. overcrossing Southeast Del Amo Blvd. NB I-710 bypass lanes	18 to 24	0	0	18	24
1 (2)	Southwest Del Amo Blvd. SB I-710 bypass lanes SB I-710 Mainline	18 to 24	6	12	24	36
1 (3)	NB I-710 Mainline	13 to 18	14	24	27	42
2 (1)	NB I-710 Mainline Westbound Del Amo Blvd	12 to 18	26	42	38	60
2 (2)	I-710 Mainline	2 to 4	38	60	40	64
Long Beach Blvd. Stages and Durations						
1	EB Long Beach Blvd.	14 to 20	0	0	14	20
2	WB Long Beach Blvd.	10 to 14	14	20	24	34
3	SB I-710 Mainline	3 to 6	24	34	27	40
4	NB I-710 Mainline	3 to 6	27	40	30	46

Stage	Description	Duration (months)	Months from Start			
			Early Start	Late Start	Early Finish	Late Finish
SR-91 Stages and Durations						
1	EB Alondra Blvd. EB Artesia Blvd. SR-91 Interchange	18 to 24	0	0	18	24
2	WB Alondra Blvd. EB Artesia Blvd. SR-91 Interchange	18 to 24	12	18	30	42
3	SR-91 Interchange	10 to 14	26	30	36	52

EB = east bound

I-405 = Interstate 405

I-710 = Interstate 710

NB = north bound

PCH = Pacific Coast Hwy.

POC = pedestrian overcrossing

SB = south bound

SR = State Route

SR-91 = State Route 91

UPRR = Union Pacific Railroad

WB = west bound

**PROGRAMMATIC AGREEMENT BETWEEN THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE
CALIFORNIA STATE HISTORIC PRESERVATION OFFICER REGARDING
INTERSTATE 710 CORRIDOR PROJECT,
BETWEEN OCEAN BOULEVARD AND THE
STATE ROUTE 60 INTERCHANGE
LOS ANGELES COUNTY, CALIFORNIA**

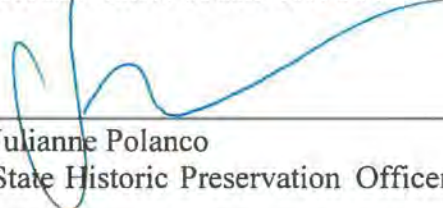
SIGNATORY PARTIES:

California Department of Transportation

By 
Philip J. Stolarski
Chief, Division of Environmental Analysis

6 June 2019
Date

California Office of Historic Preservation

By 
Julianne Polanco
State Historic Preservation Officer

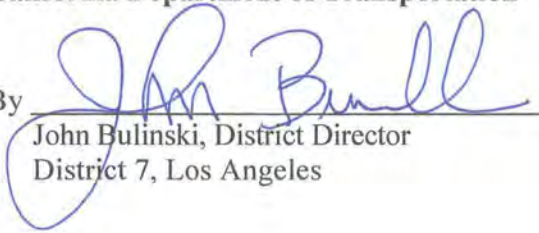
6 June 2019
Date

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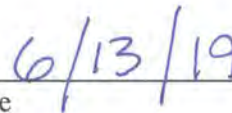
INVITED SIGNATORY:

California Department of Transportation

By


John Bulinski, District Director
District 7, Los Angeles

Date



**PROGRAMMATIC AGREEMENT BETWEEN THE
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INTERSTATE 710 CORRIDOR PROJECT,
BETWEEN OCEAN BOULEVARD AND THE
STATE ROUTE 60 INTERCHANGE
LOS ANGELES COUNTY, CALIFORNIA**

INVITED SIGNATORY:

U.S. Army Corps of Engineers, Los Angeles District

By _____
Colonel Aaron Barta
Commander, Los Angeles District

Date

**PROGRAMMATIC AGREEMENT BETWEEN THE
CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE
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INTERSTATE 710 CORRIDOR PROJECT,
BETWEEN OCEAN BOULEVARD AND THE
STATE ROUTE 60 INTERCHANGE
LOS ANGELES COUNTY, CALIFORNIA**

CONCURRING PARTY:

Tongva Ancestral Territorial Tribal Nation

By _____ Date _____
John Tommy Rosas
Tribal Administration

Gabrielino/Tongva San Gabriel Band of Mission Indians

By _____ Date _____
Anthony Morales
Chairperson


Gabrielino Band of Mission Indians

By _____ Date _____
Andrew Salas
Chairperson

**CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE
CALIFORNIA STATE HISTORIC PRESERVATION OFFICER REGARDING
INTERSTATE 710 CORRIDOR PROJECT,
BETWEEN OCEAN BOULEVARD AND THE
STATE ROUTE 60 INTERCHANGE
LOS ANGELES COUNTY, CALIFORNIA**

CONCURRING PARTY:

Tongva Ancestral Territorial Tribal Nation

By 
John Tommy Rosas
TRIBAL ADMINISTRATOR/ LITIGATOR
TONGVA NATION

07/16/2019
Date



United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008



In Reply Refer to:
FWS-LA-08B0786-19I0726-R001

August 20, 2019
Sent by Email

Mr. Paul Caron
Senior District Biologist
Department of Transportation
100 South Main Street, MS-16A
Los Angeles, California 90012-3606

Subject: Reinitiation of Consultation to Amend the Informal Section 7 Consultation (FWS-LA-008B0786-19I0726) for the Interstate 710 Corridor Project, Los Angeles County, California

Dear Mr. Caron

This is in response to a request from your staff to recalculate the estimated impacts and the resulting amount of project-related conservation in the subject informal consultation. We received this request via electronic mail on July 11, 2019 (Herron 2019, pers. comm.). You initially requested our concurrence on November 26, 2018, that the subject project is not likely to adversely affect the federally endangered least Bell's vireo (*Vireo bellii pusillus*; vireo) and California least tern [*Sternula antillarum browni* (*Sterna a. b.*); least tern], and the federally threatened western snowy plover {Pacific Coast population DPS [*Charadrius nivosus nivosus* (*C. alexandrinus n.*); plover]} in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). On May 2, 2019, we concurred with your determination.

The project is receiving Federal funding through the Federal Highway Administration (FHWA). The California Department of Transportation (Caltrans) has assumed FHWA's responsibilities under the Act for this consultation in accordance with Renewed 23 U.S.C. 326 and 23 U.S.C. 327 and as described in the National Environmental Policy Act assignment Memorandum of Understanding between FHWA and Caltrans (effective October 1, 2012).

PROJECT DESCRIPTION

We completed informal consultation for the proposed project on May 2, 2019 (FWS-LA-08B0786-19I0726). Caltrans, in cooperation with local agencies, proposes to improve about a 19-mile stretch of Interstate 710 (I-710) in Los Angeles County from Ocean Blvd. in the City of Long Beach to State Route 60 (SR-60) in east Los Angeles by increasing the number of general purpose lanes on I-710 and reconfiguring access points to and from I-710 and its crossing freeways. The entire project area is located in Los Angeles County.

In our May 2, 2019, letter, we included estimated impacts to vireo habitat and corresponding conservation/restoration of habitat based on those estimated impacts. Following receipt of our May 2, 2019, letter, Caltrans requested that our letter be modified to more accurately reflect the anticipated impacts to vireo habitat and that the amount of conservation/restoration of vireo habitat associated with the project be reduced as well. The Biological Assessment stated that the project would result in permanent indirect impacts to 2.22 acres of riparian scrub due to the shading of habitat from elevated structures (e.g., bridges). We now understand that only a portion of this area will be impacted as a result of the proposed project. Of the 2.22 acres, only 0.86 acre of riparian scrub will be permanently impacted from the proposed project; the remaining 1.36 acres are already shaded by existing infrastructure.

In addition, we estimated that the project would temporarily impact up to 2.6 acres and the permanently impact directly up to 3.16 acres of habitat potentially used by the vireo for foraging, dispersal, or nesting (i.e., marsh and riparian scrub). We now understand that marsh habitat within the action area is unlikely to support nesting or foraging habitat for the vireo. Therefore, we amend the project description and effects analysis to estimate that the project will result in temporary impacts up to 1.93 acres and direct permanent impacts up to 0.15 acre of habitat potentially used by the vireo (i.e., riparian scrub).

The project description is otherwise unchanged from the consultation previously issued (FWS-LA-08B0786-19I0726). With the exception of the impact acreage estimates amended above, all conservation measures (CMs) will be implemented as originally written.

CM 14 of the consultation states that permanent impacts to suitable vireo habitat will be offset at a 3:1 ratio, and temporary impacts will be offset at a 1:1 ratio. While CM 14 is unchanged, due to the reduction in estimated project impacts to suitable vireo habitat, the resulting amount of project-related conservation will be reduced accordingly. Our estimate of project-related conservation is shown in Table 1.

Table 1. Project impacts to suitable vireo habitat and resulting conservation

Impact Type	Riparian Scrub Impacts (acres)	Riparian Scrub Conservation (acres)
Permanent Impacts (Direct)	0.15	0.45
Permanent Impacts (Indirect)	0.86	2.58
Temporary Impacts	1.93	1.93
Total (acres)	2.94	4.96

CONCLUSION

Our informal consultation concluded that the project was not likely to adversely affect the vireo, least tern, and plover. Updating the project description with the acreage impact estimates in Table 1 more accurately reflects the permanent and temporary impacts to suitable habitat for the vireo, and the resulting amount of conservation according to CM 14. Since the actual impacts to vireo habitat will be less than estimated in our May 2, 2019, letter, these project modifications are not anticipated to result in effects beyond those already analyzed. In addition, although the

overall amount of habitat conservation for the vireo has been reduced, the conservation will be implemented in the same manner and ratio as originally analyzed in our May 2, 2019, letter.

Based on the information provided and the conservation measures that have been incorporated into the proposed project description, we concur with your determination that the proposed project is not likely to adversely affect the vireo, plover and tern. Therefore, the interagency consultation requirements of section 7 of the Act have been satisfied and the informal consultation (FWS-LA-08B0786-19I0726) has been amended with this updated information. Although our concurrence ends informal consultation, obligations under section 7 of the Act will be reconsidered if new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not previously considered or this action is subsequently modified in a manner that was not considered in this assessment.

Thank you for your coordination on this project. We encourage Caltrans to work with the Carlsbad Fish and Wildlife Office as soon as possible to identify appropriate locations to implement CM 14 and CM 15. If you have any questions regarding this letter, please email [Colleen Draguesku](#) or call at 760-431-9440, extension 241.

Sincerely,

for Karen A. Goebel
Assistant Field Supervisor

cc:

Matthew Chirdon, California Department of Fish and Wildlife

LITERATURE CITED

Personal Communication

Herron, S. 2019. Associate District Biologist, California Department of Transportation, Los Angeles, California. Email correspondence to Colleen Draguesku, U.S. Fish and Wildlife Service, Carlsbad Fish and Wildlife Office, Carlsbad, California. Dated July 11, 2019. Subject: Question about Caltrans I-710 Corridor Project (EA 24990).



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

Phone: (760) 431-9440 Fax: (760) 431-5901

<http://www.fws.gov/carlsbad/>



In Reply Refer To:

January 25, 2021

Consultation Code: 08ECAR00-2019-SLI-0042

Event Code: 08ECAR00-2021-E-01157

Project Name: I-710 Corridor Project (EA 24990)

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>;

<http://www.towerkill.com>; and

[http://](http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html)

www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

Project Summary

Consultation Code: 08ECAR00-2019-SLI-0042

Event Code: 08ECAR00-2021-E-01157

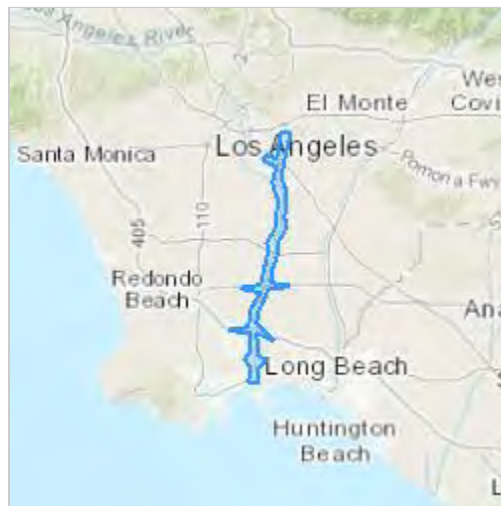
Project Name: I-710 Corridor Project (EA 24990)

Project Type: TRANSPORTATION

Project Description: The California Department of Transportation (Caltrans) District 7, in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments (Gateway Cities COG), the Port of Los Angeles (POLA), the Port of Long Beach (POLB), the Southern California Association of Governments (SCAG), and the Interstate 5 Joint Powers Authority (I-5 JPA), proposes to improve Interstate 710 (I-710) in Los Angeles County from Ocean Blvd. in the City of Long Beach to State Route 60 (SR-60) in east Los Angeles.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.90734252933596,-118.18489487154744,14z>



Counties: Los Angeles County, California

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Pacific Pocket Mouse <i>Perognathus longimembris pacificus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8080	Endangered

Birds

NAME	STATUS
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Coastal California Gnatcatcher <i>Poliioptila californica californica</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8178	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (San Pedro (3311863) OR Torrance (3311873) OR Inglewood (3311883) OR Hollywood (3411813) OR Los Alamitos (3311871) OR Seal Beach (3311861) OR Burbank (3411823) OR Pasadena (3411822) OR El Monte (3411811) OR Whittier (3311881) OR South Gate (3311882) OR Long Beach (3311872) OR Los Angeles (3411812) OR Mt. Wilson (3411821))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Agelaius tricolor</i> tricolored blackbird	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
<i>Aimophila ruficeps canescens</i> southern California rufous-crowned sparrow	ABPBX91091	None	None	G5T3	S3	WL
<i>Anaxyrus californicus</i> arroyo toad	AAABB01230	Endangered	None	G2G3	S2S3	SSC
<i>Anniella spp.</i> California legless lizard	ARACC01070	None	None	G3G4	S3S4	SSC
<i>Anniella stebbinsi</i> Southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G5	S3	SSC
<i>Aphanisma blitoides</i> aphanisma	PDCHE02010	None	None	G3G4	S2	1B.2
<i>Arctostaphylos glandulosa ssp. gabrielensis</i> San Gabriel manzanita	PDERI042P0	None	None	G5T3	S3	1B.2
<i>Arenaria paludicola</i> marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
<i>Arizona elegans occidentalis</i> California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
<i>Aspidoscelis tigris stejnegeri</i> coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
<i>Astragalus brauntonii</i> Braunton's milk-vetch	PDFAB0F1G0	Endangered	None	G2	S2	1B.1
<i>Astragalus hornii var. hornii</i> Horn's milk-vetch	PDFAB0F421	None	None	GUT1	S1	1B.1
<i>Astragalus pycnostachyus var. lanosissimus</i> Ventura Marsh milk-vetch	PDFAB0F7B1	Endangered	Endangered	G2T1	S1	1B.1
<i>Astragalus tener var. titi</i> coastal dunes milk-vetch	PDFAB0F8R2	Endangered	Endangered	G2T1	S1	1B.1
<i>Athene cunicularia</i> burrowing owl	ABNSB10010	None	None	G4	S3	SSC
<i>Atriplex coulteri</i> Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2
<i>Atriplex pacifica</i> south coast saltscale	PDCHE041C0	None	None	G4	S2	1B.2



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Atriplex parishii</i> Parish's brittle scale	PDCHE041D0	None	None	G1G2	S1	1B.1
<i>Atriplex serenana</i> var. <i>davidsonii</i> Davidson's salt scale	PDCHE041T1	None	None	G5T1	S1	1B.2
<i>Berberis nevinii</i> Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
<i>Bombus crotchii</i> Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
<i>Buteo regalis</i> ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
<i>Buteo swainsoni</i> Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
California Walnut Woodland California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
<i>Calochortus clavatus</i> var. <i>gracilis</i> slender mariposa-lily	PMLIL0D096	None	None	G4T2T3	S2S3	1B.2
<i>Calochortus plummerae</i> Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
<i>Calochortus weedii</i> var. <i>intermedius</i> intermediate mariposa-lily	PMLIL0D1J1	None	None	G3G4T2	S2	1B.2
<i>Calystegia felix</i> lucky morning-glory	PDCON040P0	None	None	G1Q	S1	1B.1
<i>Carolella busckana</i> Busck's gall moth	IILEM2X090	None	None	G1G3	SH	
<i>Centromadia parryi</i> ssp. <i>australis</i> southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
<i>Centromadia pungens</i> ssp. <i>laevis</i> smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
<i>Charadrius alexandrinus nivosus</i> western snowy plover	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
<i>Chelonia mydas</i> green turtle	ARAAA02010	Threatened	None	G3	S4	
<i>Chloropyron maritimum</i> ssp. <i>maritimum</i> salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
<i>Chorizanthe parryi</i> var. <i>fernandina</i> San Fernando Valley spineflower	PDPGN040J1	None	Endangered	G2T1	S1	1B.1
<i>Chorizanthe parryi</i> var. <i>parryi</i> Parry's spineflower	PDPGN040J2	None	None	G3T2	S2	1B.1
<i>Cicindela hirticollis gravida</i> sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
<i>Cicindela latesignata latesignata</i> western beach tiger beetle	IICOL02113	None	None	G2G4T1T2	S1	



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Cicindela senilis frosti</i> senile tiger beetle	IICOL02121	None	None	G2G3T1T3	S1	
<i>Cladium californicum</i> California saw-grass	PMCYP04010	None	None	G4	S2	2B.2
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
<i>Coturnicops noveboracensis</i> yellow rail	ABNME01010	None	None	G4	S1S2	SSC
<i>Crossosoma californicum</i> Catalina crossosoma	PDCRO02020	None	None	G3	S3	1B.2
<i>Cuscuta obtusiflora var. glandulosa</i> Peruvian dodder	PDCUS01111	None	None	G5T4?	SH	2B.2
<i>Cypseloides niger</i> black swift	ABNUA01010	None	None	G4	S2	SSC
<i>Danaus plexippus pop. 1</i> monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
<i>Dodecahema leptoceras</i> slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
<i>Dudleya multicaulis</i> many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
<i>Dudleya virens ssp. insularis</i> island green dudleya	PDCRA040S2	None	None	G3?T3	S3	1B.2
<i>Empidonax traillii extimus</i> southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Eryngium aristulatum var. parishii</i> San Diego button-celery	PDAP10Z042	Endangered	Endangered	G5T1	S1	1B.1
<i>Eumops perotis californicus</i> western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
<i>Falco peregrinus anatum</i> American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
<i>Galium grande</i> San Gabriel bedstraw	PDRUB0N0V0	None	None	G1	S1	1B.2
<i>Glaucopsyche lygdamus palosverdesensis</i> Palos Verdes blue butterfly	IILEPG402A	Endangered	None	G5T1	S1	
<i>Glyptostoma gabrielense</i> San Gabriel chestnut	IMGASB1010	None	None	G2	S2	
<i>Gonidea angulata</i> western ridged mussel	IMBIV19010	None	None	G3	S1S2	



Selected Elements by Scientific Name
California Department of Fish and Wildlife
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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Habroscelimorpha gabbii</i> western tidal-flat tiger beetle	IICOL02080	None	None	G2G4	S1	
<i>Helianthus nuttallii</i> ssp. <i>parishii</i> Los Angeles sunflower	PDAST4N102	None	None	G5TX	SX	1A
<i>Horkelia cuneata</i> var. <i>puberula</i> mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
<i>Icteria virens</i> yellow-breasted chat	ABPBX24010	None	None	G5	S3	SSC
<i>Isocoma menziesii</i> var. <i>decumbens</i> decumbent goldenbush	PDAST57091	None	None	G3G5T2T3	S2	1B.2
<i>Lasionycteris noctivagans</i> silver-haired bat	AMACC02010	None	None	G5	S3S4	
<i>Lasiurus blossevillii</i> western red bat	AMACC05060	None	None	G5	S3	SSC
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G5	S4	
<i>Lasiurus xanthinus</i> western yellow bat	AMACC05070	None	None	G5	S3	SSC
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i> Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
<i>Lepidium virginicum</i> var. <i>robinsonii</i> Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
<i>Linanthus concinnus</i> San Gabriel linanthus	PDPLM090D0	None	None	G2	S2	1B.2
<i>Lycium brevipes</i> var. <i>hassei</i> Santa Catalina Island desert-thorn	PDSOL0G0N0	None	None	G5T1Q	S1	3.1
<i>Malacothamnus davidsonii</i> Davidson's bush-mallow	PDMAL0Q040	None	None	G2	S2	1B.2
<i>Microtus californicus stephensi</i> south coast marsh vole	AMAFF11035	None	None	G5T1T2	S1S2	SSC
<i>Muhlenbergia californica</i> California muhly	PMPOA480A0	None	None	G4	S4	4.3
<i>Nama stenocarpa</i> mud nama	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
<i>Nasturtium gambelii</i> Gambel's water cress	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
<i>Navarretia fossalis</i> spreading navarretia	PDPLM0C080	Threatened	None	G2	S2	1B.1
<i>Navarretia prostrata</i> prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
<i>Nemacaulis denudata</i> var. <i>denudata</i> coast woolly-heads	PDPGN0G011	None	None	G3G4T2	S2	1B.2



Selected Elements by Scientific Name
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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Neotoma lepida intermedia</i> San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC
<i>Nyctinomops femorosaccus</i> pocketed free-tailed bat	AMACD04010	None	None	G4	S3	SSC
<i>Nyctinomops macrotis</i> big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
<i>Onychomys torridus ramona</i> southern grasshopper mouse	AMAFF06022	None	None	G5T3	S3	SSC
<i>Open Engelmann Oak Woodland</i> Open Engelmann Oak Woodland	CTT71181CA	None	None	G2	S2.2	
<i>Orcuttia californica</i> California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
<i>Palaeoxenus dohrni</i> Dohrn's elegant eucnemid beetle	IICOL5K010	None	None	G3?	S3?	
<i>Panoquina errans</i> wandering (=saltmarsh) skipper	IILEP84030	None	None	G4G5	S2	
<i>Passerculus sandwichensis beldingi</i> Belding's savannah sparrow	ABPBX99015	None	Endangered	G5T3	S3	
<i>Pelecanus occidentalis californicus</i> California brown pelican	ABNFC01021	Delisted	Delisted	G4T3T4	S3	FP
<i>Pentachaeta lyonii</i> Lyon's pentachaeta	PDAST6X060	Endangered	Endangered	G1	S1	1B.1
<i>Perognathus longimembris pacificus</i> Pacific pocket mouse	AMAFD01042	Endangered	None	G5T1	S1	SSC
<i>Phacelia stellaris</i> Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
<i>Phrynosoma blainvillii</i> coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
<i>Poliophtila californica californica</i> coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
<i>Pseudognaphalium leucocephalum</i> white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
<i>Quercus dumosa</i> Nuttall's scrub oak	PDFAG050D0	None	None	G3	S3	1B.1
<i>Rallus obsoletus levipes</i> light-footed Ridgway's rail	ABNME05014	Endangered	Endangered	G5T1T2	S1	FP
<i>Rana muscosa</i> southern mountain yellow-legged frog	AAABH01330	Endangered	Endangered	G1	S1	WL
<i>Ribes divaricatum var. parishii</i> Parish's gooseberry	PDGRO020F3	None	None	G5TX	SX	1A
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S2	



Selected Elements by Scientific Name
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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Riversidian Alluvial Fan Sage Scrub</i> Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
<i>Rynchops niger</i> black skimmer	ABNNM14010	None	None	G5	S2	SSC
<i>Scutellaria bolanderi ssp. austromontana</i> southern mountains skullcap	PDLAM1U0A1	None	None	G4T3	S3	1B.2
<i>Sidalcea neomexicana</i> salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
<i>Siphateles bicolor mohavensis</i> Mohave tui chub	AFCJB1303H	Endangered	Endangered	G4T1	S1	FP
<i>Sorex ornatus salicornicus</i> southern California saltmarsh shrew	AMABA01104	None	None	G5T1?	S1	SSC
<i>Southern Coast Live Oak Riparian Forest</i> Southern Coast Live Oak Riparian Forest	CTT61310CA	None	None	G4	S4	
<i>Southern Coastal Bluff Scrub</i> Southern Coastal Bluff Scrub	CTT31200CA	None	None	G1	S1.1	
<i>Southern Coastal Salt Marsh</i> Southern Coastal Salt Marsh	CTT52120CA	None	None	G2	S2.1	
<i>Southern Cottonwood Willow Riparian Forest</i> Southern Cottonwood Willow Riparian Forest	CTT61330CA	None	None	G3	S3.2	
<i>Southern Dune Scrub</i> Southern Dune Scrub	CTT21330CA	None	None	G1	S1.1	
<i>Southern Foredunes</i> Southern Foredunes	CTT21230CA	None	None	G2	S2.1	
<i>Southern Sycamore Alder Riparian Woodland</i> Southern Sycamore Alder Riparian Woodland	CTT62400CA	None	None	G4	S4	
<i>Spea hammondi</i> western spadefoot	AAABF02020	None	None	G3	S3	SSC
<i>Sternula antillarum browni</i> California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
<i>Streptocephalus woottoni</i> Riverside fairy shrimp	ICBRA07010	Endangered	None	G1G2	S1S2	
<i>Suaeda esteroa</i> estuary seablite	PDCHE0P0D0	None	None	G3	S2	1B.2
<i>Symphyotrichum defoliatum</i> San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
<i>Symphyotrichum greatae</i> Greata's aster	PDASTE80U0	None	None	G2	S2	1B.3
<i>Taricha torosa</i> Coast Range newt	AAAAF02032	None	None	G4	S4	SSC
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC



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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Thamnophis hammondi</i> two-striped gartersnake	ARADB36160	None	None	G4	S3S4	SSC
<i>Thelypteris puberula</i> var. <i>sonorensis</i> Sonoran maiden fern	PPTHE05192	None	None	G5T3	S2	2B.2
<i>Trigonoscuta dorothea dorothea</i> Dorothy's El Segundo Dune weevil	IICOL51021	None	None	G1T1	S1	
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	
<i>Vireo bellii pusillus</i> least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Walnut Forest Walnut Forest	CTT81600CA	None	None	G1	S1.1	

Record Count: 129



*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)

Plant List

80 matches found. [Click on scientific name for details](#)

Search Criteria

California Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3, 4], Found in Quads 3311863, 3311873, 3311883, 3411813, 3311871, 3311861, 3411823, 3411822, 3411811, 3311881, 3311882, 3311872 3411812 and 3411821;

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Acanthoscyphus parishii var. parishii	Parish's oxytheca	Polygonaceae	annual herb	Jun-Sep	4.2	S3S4	G4?T3T4
Aphanisma blitoides	aphanisma	Chenopodiaceae	annual herb	Feb-Jun	1B.2	S2	G3G4
Arctostaphylos glandulosa ssp. gabrielensis	San Gabriel manzanita	Ericaceae	perennial evergreen shrub	Mar	1B.2	S3	G5T3
Arenaria paludicola	marsh sandwort	Caryophyllaceae	perennial stoloniferous herb	May-Aug	1B.1	S1	G1
Asplenium vespertinum	western spleenwort	Aspleniaceae	perennial rhizomatous herb	Feb-Jun	4.2	S4	G4
Astragalus brauntonii	Braunton's milk-vetch	Fabaceae	perennial herb	Jan-Aug	1B.1	S2	G2
Astragalus pycnostachyus var. lanosissimus	Ventura marsh milk-vetch	Fabaceae	perennial herb	(Jun)Aug-Oct	1B.1	S1	G2T1
Astragalus tener var. titi	coastal dunes milk-vetch	Fabaceae	annual herb	Mar-May	1B.1	S1	G2T1
Atriplex coulteri	Coulter's saltbush	Chenopodiaceae	perennial herb	Mar-Oct	1B.2	S1S2	G3
Atriplex pacifica	South Coast saltscale	Chenopodiaceae	annual herb	Mar-Oct	1B.2	S2	G4
Atriplex parishii	Parish's brittlescale	Chenopodiaceae	annual herb	Jun-Oct	1B.1	S1	G1G2
Atriplex serenana var. davidsonii	Davidson's saltscale	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S1	G5T1
Berberis nevadensis	Nevin's barberry	Berberidaceae	perennial evergreen shrub	(Feb)Mar-Jun	1B.1	S1	G1

<u>Calochortus catalinae</u>	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	4.2	S3S4	G3G4
<u>Calochortus clavatus var. gracilis</u>	slender mariposa lily	Liliaceae	perennial bulbiferous herb	Mar-Jun(Nov)	1B.2	S2S3	G4T2T3
<u>Calochortus plummerae</u>	Plummer's mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	4.2	S4	G4
<u>Calochortus weedii var. intermedius</u>	intermediate mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	1B.2	S2	G3G4T2
<u>Calystegia felix</u>	lucky morning-glory	Convolvulaceae	annual rhizomatous herb	Mar-Sep	1B.1	S1	G1Q
<u>Calystegia peirsonii</u>	Peirson's morning-glory	Convolvulaceae	perennial rhizomatous herb	Apr-Jun	4.2	S4	G4
<u>Camissoniopsis lewisii</u>	Lewis' evening-primrose	Onagraceae	annual herb	Mar-May(Jun)	3	S4	G4
<u>Centromadia parryi ssp. australis</u>	southern tarplant	Asteraceae	annual herb	May-Nov	1B.1	S2	G3T2
<u>Centromadia pungens ssp. laevis</u>	smooth tarplant	Asteraceae	annual herb	Apr-Sep	1B.1	S2	G3G4T2
<u>Chloropyron maritimum ssp. maritimum</u>	salt marsh bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	May-Oct(Nov)	1B.2	S1	G4?T1
<u>Chorizanthe parryi var. fernandina</u>	San Fernando Valley spineflower	Polygonaceae	annual herb	Apr-Jul	1B.1	S1	G2T1
<u>Chorizanthe parryi var. parryi</u>	Parry's spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S2	G3T2
<u>Cistanthe maritima</u>	seaside cistanthe	Montiaceae	annual herb	(Feb)Mar-Jun(Aug)	4.2	S3	G3G4
<u>Cladium californicum</u>	California sawgrass	Cyperaceae	perennial rhizomatous herb	Jun-Sep	2B.2	S2	G4
<u>Clinopodium mimuloides</u>	monkey-flower savory	Lamiaceae	perennial herb	Jun-Oct	4.2	S3	G3
<u>Convolvulus simulans</u>	small-flowered morning-glory	Convolvulaceae	annual herb	Mar-Jul	4.2	S4	G4
<u>Crossosoma californicum</u>	Catalina crossosoma	Crossosomataceae	perennial deciduous shrub	Feb-May	1B.2	S3	G3
<u>Cuscuta obtusiflora var. glandulosa</u>	Peruvian dodder	Convolvulaceae	annual vine (parasitic)	Jul-Oct	2B.2	SH	G5T4?
<u>Diplacus johnstonii</u>	Johnston's monkeyflower	Phrymaceae	annual herb	(Apr)May-Aug	4.3	S4	G4
<u>Dodecahema leptoceras</u>	slender-horned spineflower	Polygonaceae	annual herb	Apr-Jun	1B.1	S1	G1
<u>Dudleya multicaulis</u>	many-stemmed dudleya	Crassulaceae	perennial herb	Apr-Jul	1B.2	S2	G2
<u>Dudleya virens ssp. insularis</u>	island green dudleya	Crassulaceae	perennial herb	Apr-Jun	1B.2	S3	G3?T3
<u>Galium angustifolium ssp. gabrielense</u>	San Antonio Canyon bedstraw	Rubiaceae	perennial herb	Apr-Aug	4.3	S3	G5T3

<u>Galium grande</u>	San Gabriel bedstraw	Rubiaceae	perennial deciduous shrub	Jan-Jul	1B.2	S1	G1
<u>Galium johnstonii</u>	Johnston's bedstraw	Rubiaceae	perennial herb	Jun-Jul	4.3	S4	G4
<u>Helianthus nuttallii ssp. parishii</u>	Los Angeles sunflower	Asteraceae	perennial rhizomatous herb	Aug-Oct	1A	SH	G5TH
<u>Heuchera caespitosa</u>	urn-flowered alumroot	Saxifragaceae	perennial rhizomatous herb	May-Aug	4.3	S3	G3
<u>Hordeum intercedens</u>	vernal barley	Poaceae	annual herb	Mar-Jun	3.2	S3S4	G3G4
<u>Horkelia cuneata var. puberula</u>	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	1B.1	S1	G4T1
<u>Isocoma menziesii var. decumbens</u>	decumbent goldenbush	Asteraceae	perennial shrub	Apr-Nov	1B.2	S2	G3G5T2T3
<u>Juglans californica</u>	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	4.2	S4	G4
<u>Lasthenia glabrata ssp. coulteri</u>	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	1B.1	S2	G4T2
<u>Lepechinia fragrans</u>	fragrant pitcher sage	Lamiaceae	perennial shrub	Mar-Oct	4.2	S3	G3
<u>Lepidium virginicum var. robinsonii</u>	Robinson's pepper-grass	Brassicaceae	annual herb	Jan-Jul	4.3	S3	G5T3
<u>Leptosyne maritima</u>	sea dahlia	Asteraceae	perennial herb	Mar-May	2B.2	S1S2	G2
<u>Lilium humboldtii ssp. ocellatum</u>	ocellated Humboldt lily	Liliaceae	perennial bulbiferous herb	Mar-Jul(Aug)	4.2	S4?	G4T4?
<u>Linanthus concinnus</u>	San Gabriel linanthus	Polemoniaceae	annual herb	Apr-Jul	1B.2	S2	G2
<u>Linanthus orcuttii</u>	Orcutt's linanthus	Polemoniaceae	annual herb	May-Jun	1B.3	S2	G3
<u>Lycium brevipes var. hassei</u>	Santa Catalina Island desert-thorn	Solanaceae	perennial deciduous shrub	Jun(Aug)	3.1	S1	G5T1Q
<u>Lycium californicum</u>	California box-thorn	Solanaceae	perennial shrub	(Dec)Mar,Jun,Jul,Aug	4.2	S4	G4
<u>Malacothamnus davidsonii</u>	Davidson's bush-mallow	Malvaceae	perennial deciduous shrub	Jun-Jan	1B.2	S2	G2
<u>Muhlenbergia californica</u>	California muhly	Poaceae	perennial rhizomatous herb	Jun-Sep	4.3	S4	G4
<u>Nama stenocarpa</u>	mud nama	Namaceae	annual / perennial herb	Jan-Jul	2B.2	S1S2	G4G5
<u>Nasturtium gambelii</u>	Gambel's water cress	Brassicaceae	perennial rhizomatous herb	Apr-Oct	1B.1	S1	G1
<u>Navarretia fossalis</u>	spreading navarretia	Polemoniaceae	annual herb	Apr-Jun	1B.1	S2	G2
<u>Navarretia prostrata</u>	prostrate vernal pool navarretia	Polemoniaceae	annual herb	Apr-Jul	1B.1	S2	G2
<u>Nemacaulis denudata var. denudata</u>	coast woolly-heads	Polygonaceae	annual herb	Apr-Sep	1B.2	S2	G3G4T2

<u>Orcuttia californica</u>	California Orcutt grass	Poaceae	annual herb	Apr-Aug	1B.1	S1	G1
<u>Pentachaeta lyonii</u>	Lyon's pentachaeta	Asteraceae	annual herb	(Feb)Mar-Aug	1B.1	S1	G1
<u>Phacelia hubbii</u>	Hubby's phacelia	Hydrophyllaceae	annual herb	Apr-Jul	4.2	S4	G4
<u>Phacelia stellaris</u>	Brand's star phacelia	Hydrophyllaceae	annual herb	Mar-Jun	1B.1	S1	G1
<u>Pseudognaphalium leucocephalum</u>	white rabbit-tobacco	Asteraceae	perennial herb	(Jul)Aug-Nov(Dec)	2B.2	S2	G4
<u>Quercus dumosa</u>	Nuttall's scrub oak	Fagaceae	perennial evergreen shrub	Feb-Apr(May-Aug)	1B.1	S3	G3
<u>Quercus durata var. gabrielensis</u>	San Gabriel oak	Fagaceae	perennial evergreen shrub	Apr-May	4.2	S3	G4T3
<u>Quercus engelmannii</u>	Engelmann oak	Fagaceae	perennial deciduous tree	Mar-Jun	4.2	S3	G3
<u>Ribes divaricatum var. parishii</u>	Parish's gooseberry	Grossulariaceae	perennial deciduous shrub	Feb-Apr	1A	SX	G5TX
<u>Romneya coulteri</u>	Coulter's matilija poppy	Papaveraceae	perennial rhizomatous herb	Mar-Jul(Aug)	4.2	S4	G4
<u>Rupertia rigida</u>	Parish's rupertia	Fabaceae	perennial herb	Jun-Aug	4.3	S4	G4
<u>Scutellaria bolanderi ssp. austromontana</u>	southern mountains skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Aug	1B.2	S3	G4T3
<u>Senecio astephanus</u>	San Gabriel ragwort	Asteraceae	perennial herb	May-Jul	4.3	S3	G3
<u>Sidalcea neomexicana</u>	salt spring checkerbloom	Malvaceae	perennial herb	Mar-Jun	2B.2	S2	G4
<u>Spermolepis lateriflora</u>	western bristly scaleseed	Apiaceae	annual herb	Mar-Apr	2A	SH	G5
<u>Suaeda esteroa</u>	estuary seablite	Chenopodiaceae	perennial herb	(May)Jul-Oct(Jan)	1B.2	S2	G3
<u>Suaeda taxifolia</u>	woolly seablite	Chenopodiaceae	perennial evergreen shrub	Jan-Dec	4.2	S4	G4
<u>Symphyotrichum defoliatum</u>	San Bernardino aster	Asteraceae	perennial rhizomatous herb	Jul-Nov(Dec)	1B.2	S2	G2
<u>Symphyotrichum greatae</u>	Greata's aster	Asteraceae	perennial rhizomatous herb	Jun-Oct	1B.3	S2	G2
<u>Thelypteris puberula var. sonorensis</u>	Sonoran maiden fern	Thelypteridaceae	perennial rhizomatous herb	Jan-Sep	2B.2	S2	G5T3

Suggested Citation

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Questions and Comments

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From: [Kelly McDonald](#)
To: nmfs.wcrca.specieslist@noaa.gov
Subject: Updated Interstate 710 Corridor Project between Ocean Blvd. and State Route 60 (EA 24990) Official Species List
Date: Wednesday, January 27, 2021 11:30:00 AM

Hello,

This email contains the search results generated from the NOAA Fisheries California Species List Tool for the Long Beach, California 7.5-minute topographic quadrangle. This updated species list was generated for the Interstate 710 Corridor Project between Ocean Blvd. and State Route 60 (EA 24990), which is proposed by Caltrans District 7 in cooperation with the Los Angeles County Metropolitan Transportation Authority.

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Quad Name **Long Beach (digital)**

Quad Number **33118-G2**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) -

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) - **X**

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) - **X**
Range White Abalone (E) - **X**

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - **X**
Olive Ridley Sea Turtle (T/E) - **X**
Leatherback Sea Turtle (E) - **X**
North Pacific Loggerhead Sea Turtle (E) - **X**

ESA Whales

Blue Whale (E) - **X**
Fin Whale (E) - **X**
Humpback Whale (E) - **X**
Southern Resident Killer Whale (E) - **X**
North Pacific Right Whale (E) - **X**
Sei Whale (E) - **X**
Sperm Whale (E) - **X**

ESA Pinnipeds

Guadalupe Fur Seal (T) - **X**
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -

Chinook Salmon EFH -

Groundfish EFH - **X**

Coastal Pelagics EFH - **X**

Highly Migratory Species EFH - **X**

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

**See list at left and consult the NMFS Long Beach office
562-980-4000**

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

Thank you,

Kelly McDonald | Assistant Biologist
[LSA](#) | 285 South Street, Suite P
San Luis Obispo, CA 93401

805-782-0745 Tel

805-782-0796 Fax

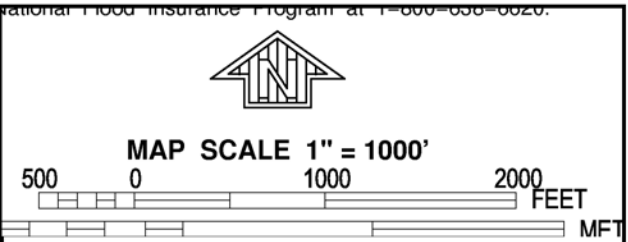
[Website](#)

From: [NMFS SpeciesList - NOAA Service Account](#)
To: [Kelly McDonald](#)
Subject: Federal ESA - - NOAA Fisheries Species List Re: Updated Interstate 710 Corridor Project between Ocean Blvd. and State Route 60 (EA 24990) Official Species List
Date: Wednesday, January 27, 2021 11:32:43 AM

Receipt of this email confirms that NOAA Fisheries has received your email requesting confirmation of an Endangered Species Act SPECIES LIST. If you provided your name, phone number, federal agency name (or delegated state agency such as Caltrans), mailing address, project title, and a brief description of the project, and a copy of a list of threatened or endangered species identified within specified geographic areas generated from NOAA Fisheries, West Coast Region, California Species List Tool, this email, along with the list you generated, serves as your federal Endangered Species Act SPECIES LIST. If you have a question, contact your local NOAA Fisheries liaison.

Appendix K FLOODPLAIN INSURANCE RATE MAPS

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NFIP

PANEL 1810F

FIRM
FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 1810 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BELL GARDENS, CITY OF	060656	1810	F
BELL, CITY OF	060101	1810	F
COMMERCE, CITY OF	060110	1810	F
CUDAHY, CITY OF	060657	1810	F
DOWNEY, CITY OF	060645	1810	F
MAYWOOD, CITY OF	060651	1810	F
MONTEBELLO, CITY OF	060141	1810	F
SOUTH GATE, CITY OF	060163	1810	F
VERNON, CITY OF	060166	1810	F

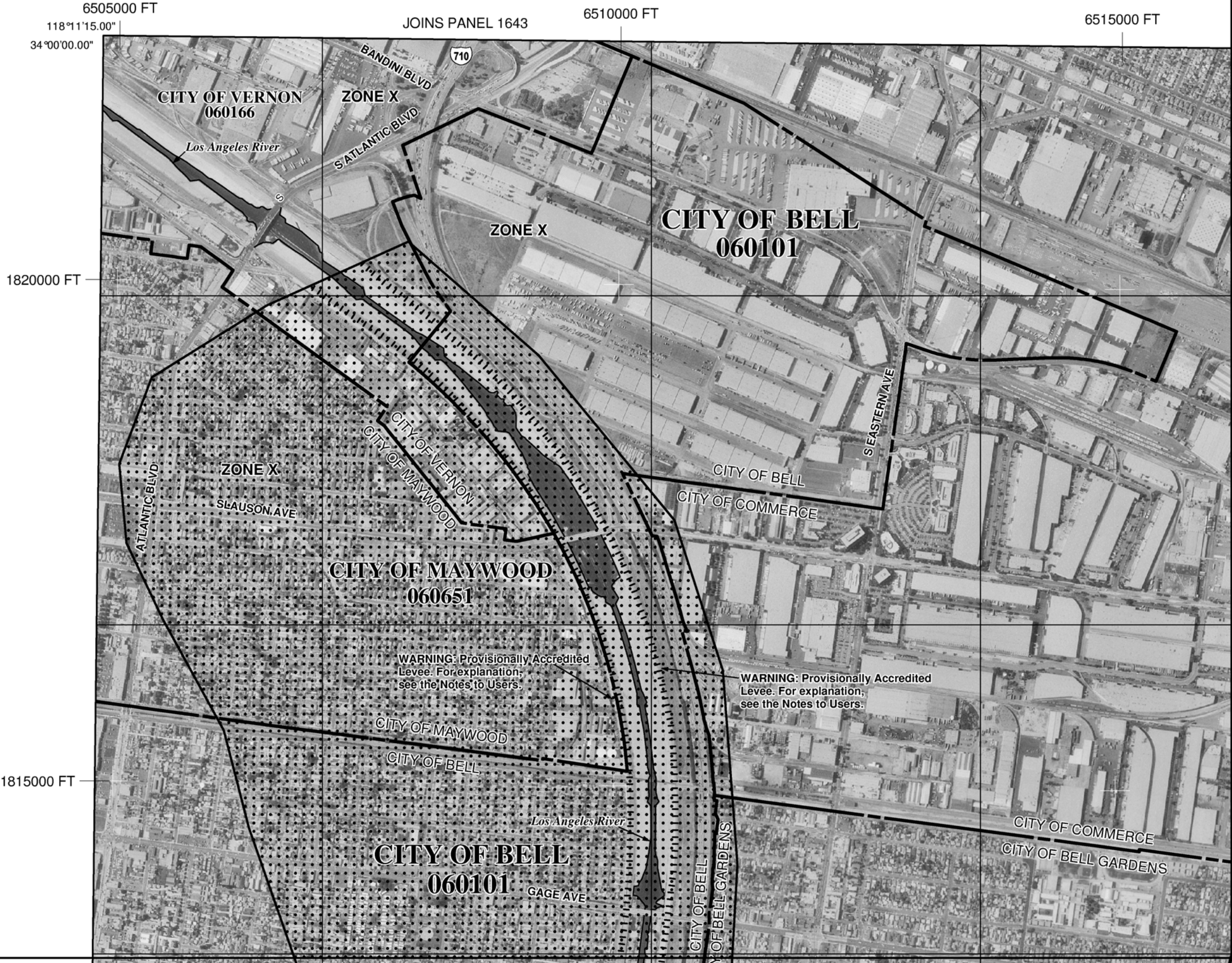
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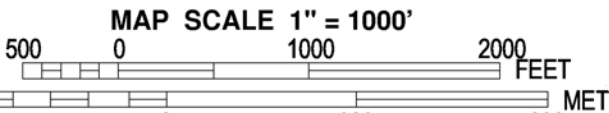
MAP NUMBER
06037C1810F
EFFECTIVE DATE
SEPTEMBER 26, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



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NFIP

PANEL 1810F

FIRM
FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 1810 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BELL GARDENS, CITY OF	060656	1810	F
BELL, CITY OF	060101	1810	F
COMMERCE, CITY OF	060110	1810	F
CUDAHY, CITY OF	060657	1810	F
DOWNEY, CITY OF	060645	1810	F
MAYWOOD, CITY OF	060651	1810	F
MONTEBELLO, CITY OF	060141	1810	F
SOUTH GATE, CITY OF	060163	1810	F
VERNON, CITY OF	060166	1810	F

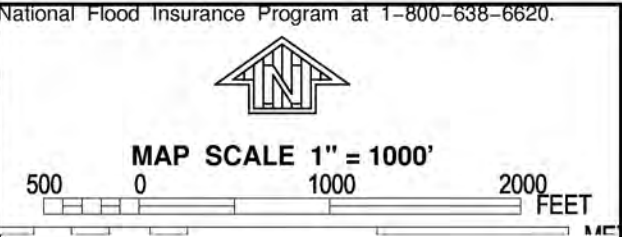
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EFFECTIVE DATE
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NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1810F

FIRM

FLOOD INSURANCE RATE MAP

LOS ANGELES COUNTY,
CALIFORNIA

AND INCORPORATED AREAS


PANEL 1810 OF 2350

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BELL GARDENS, CITY OF	060656	1810	F
BELL, CITY OF	060101	1810	F
COMMERCE, CITY OF	060110	1810	F
CUDAHY, CITY OF	060657	1810	F
DOWNEY, CITY OF	060645	1810	F
MAYWOOD, CITY OF	060651	1810	F
MONTBELLO, CITY OF	060141	1810	F
SOUTH GATE, CITY OF	060163	1810	F
VERNON, CITY OF	060166	1810	F

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MAP NUMBER

06037C1810F

EFFECTIVE DATE

SEPTEMBER 26, 2008

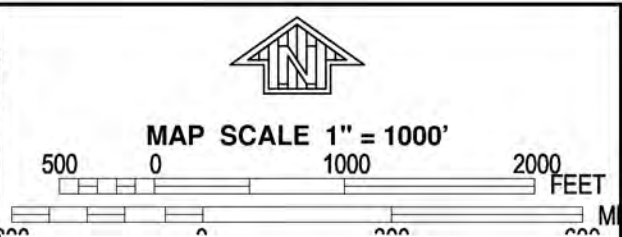
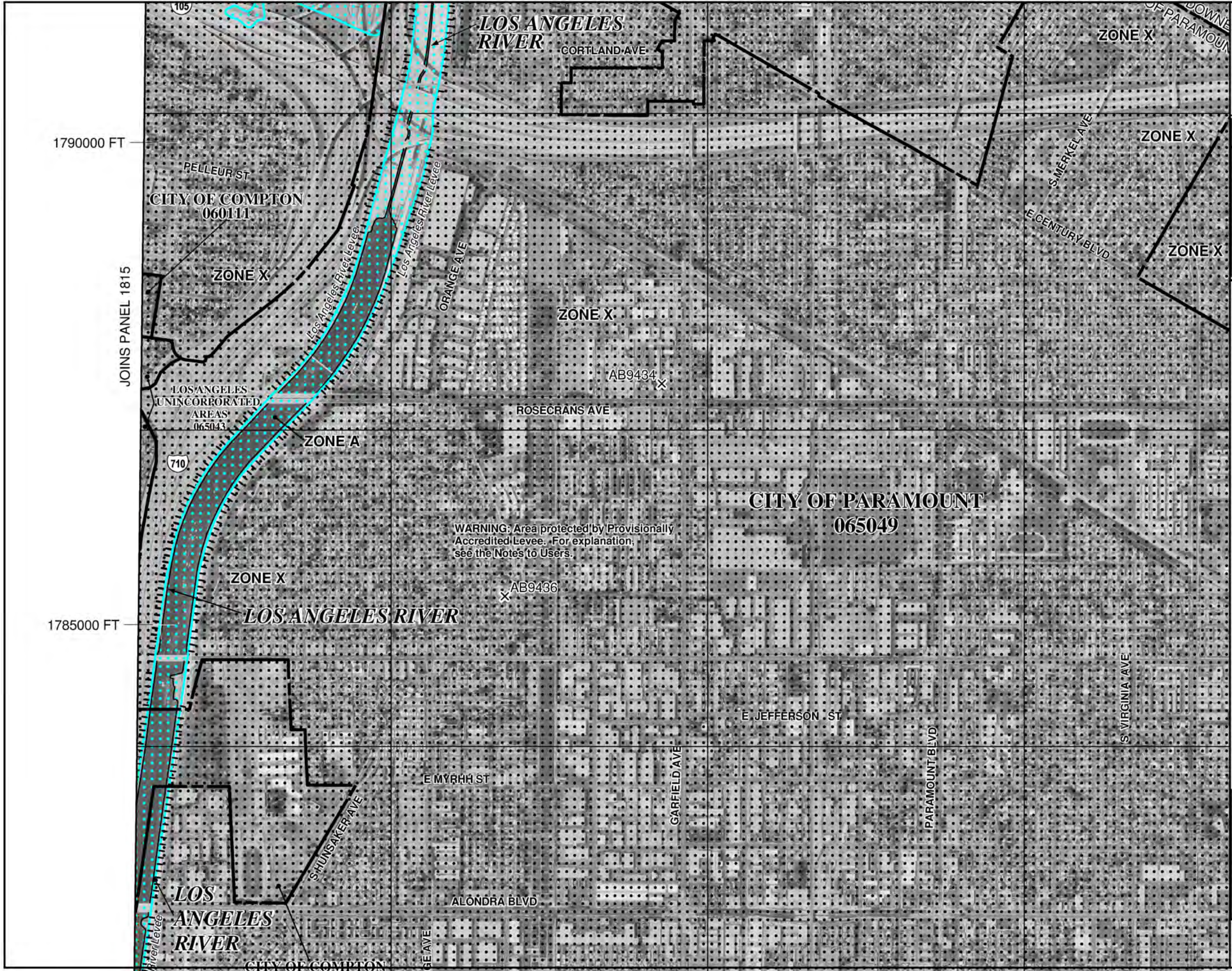
Federal Emergency Management Agency

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393⁰⁰⁰m E
JOINS PANEL 1820

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NFIP

PANEL 1820F

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 1820 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	065043	1820	F
BELLFLOWER, CITY OF	060102	1820	F
COMPTON, CITY OF	060111	1820	F
DOWNEY, CITY OF	060645	1820	F
LONG BEACH, CITY OF	060136	1820	F
LYNWOOD, CITY OF	060635	1820	F
PARAMOUNT, CITY OF	065049	1820	F
SOUTH GATE, CITY OF	060163	1820	F

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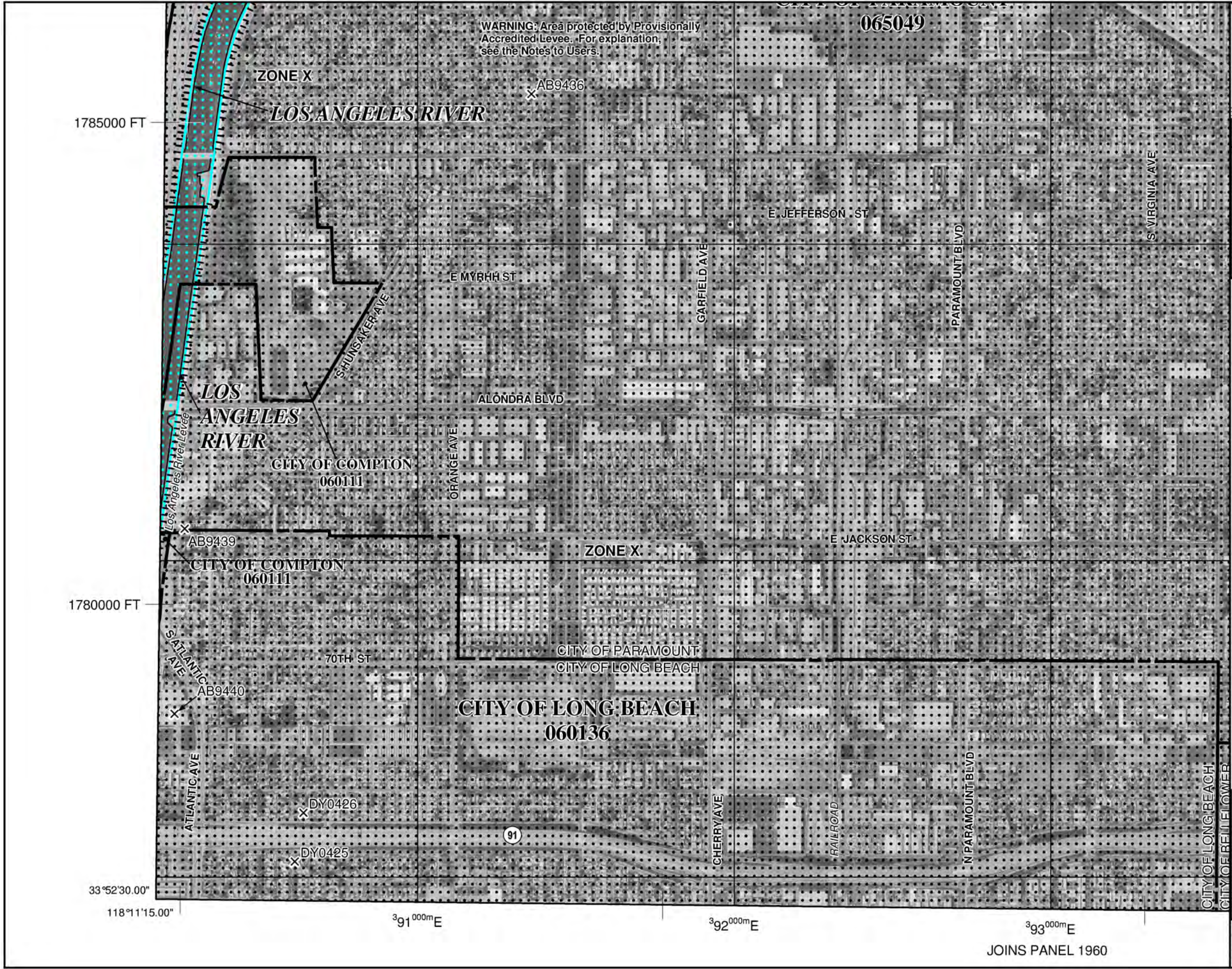
MAP NUMBER
06037C1820F

EFFECTIVE DATE
SEPTEMBER 26, 2008

Federal Emergency Management Agency

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MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

MET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1820F

FIRM

FLOOD INSURANCE RATE MAP

LOS ANGELES COUNTY, CALIFORNIA

AND INCORPORATED AREAS

PANEL 1820 OF 2350

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	065043	1820	F
BELLFLOWER, CITY OF	060102	1820	F
COMPTON, CITY OF	060111	1820	F
DOWNEY, CITY OF	060645	1820	F
LONG BEACH, CITY OF	060136	1820	F
LYNWOOD, CITY OF	060635	1820	F
PARAMOUNT, CITY OF	065049	1820	F
SOUTH GATE, CITY OF	060163	1820	F

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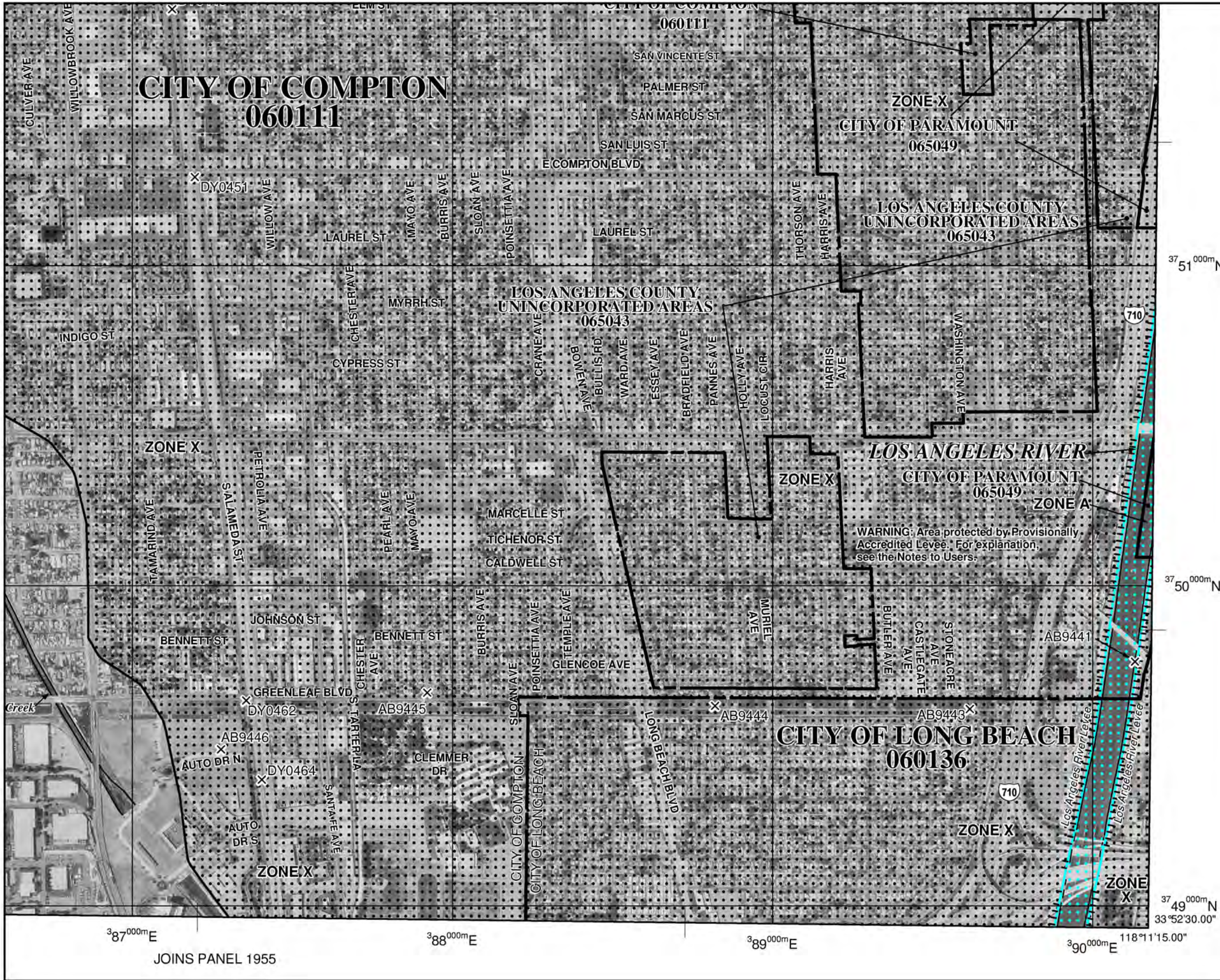
MAP NUMBER
06037C1820F

EFFECTIVE DATE
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Federal Emergency Management Agency

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MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

NFIP

PANEL 1815F

FIRM

FLOOD INSURANCE RATE MAP

LOS ANGELES COUNTY, CALIFORNIA

AND INCORPORATED AREAS

PANEL 1815 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	065043	1815	F
CARSON, CITY OF	060107	1815	F
COMPTON, CITY OF	060111	1815	F
LONG BEACH, CITY OF	060136	1815	F
LOS ANGELES, CITY OF	060137	1815	F
LYNWOOD, CITY OF	060635	1815	F
PARAMOUNT, CITY OF	065049	1815	F
SOUTH GATE, CITY OF	060163	1815	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

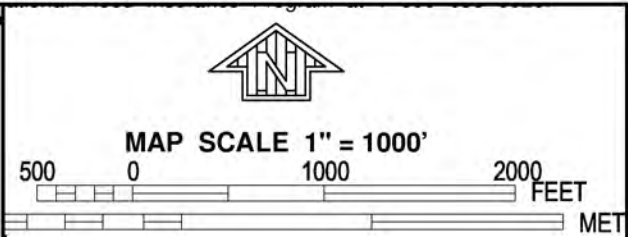
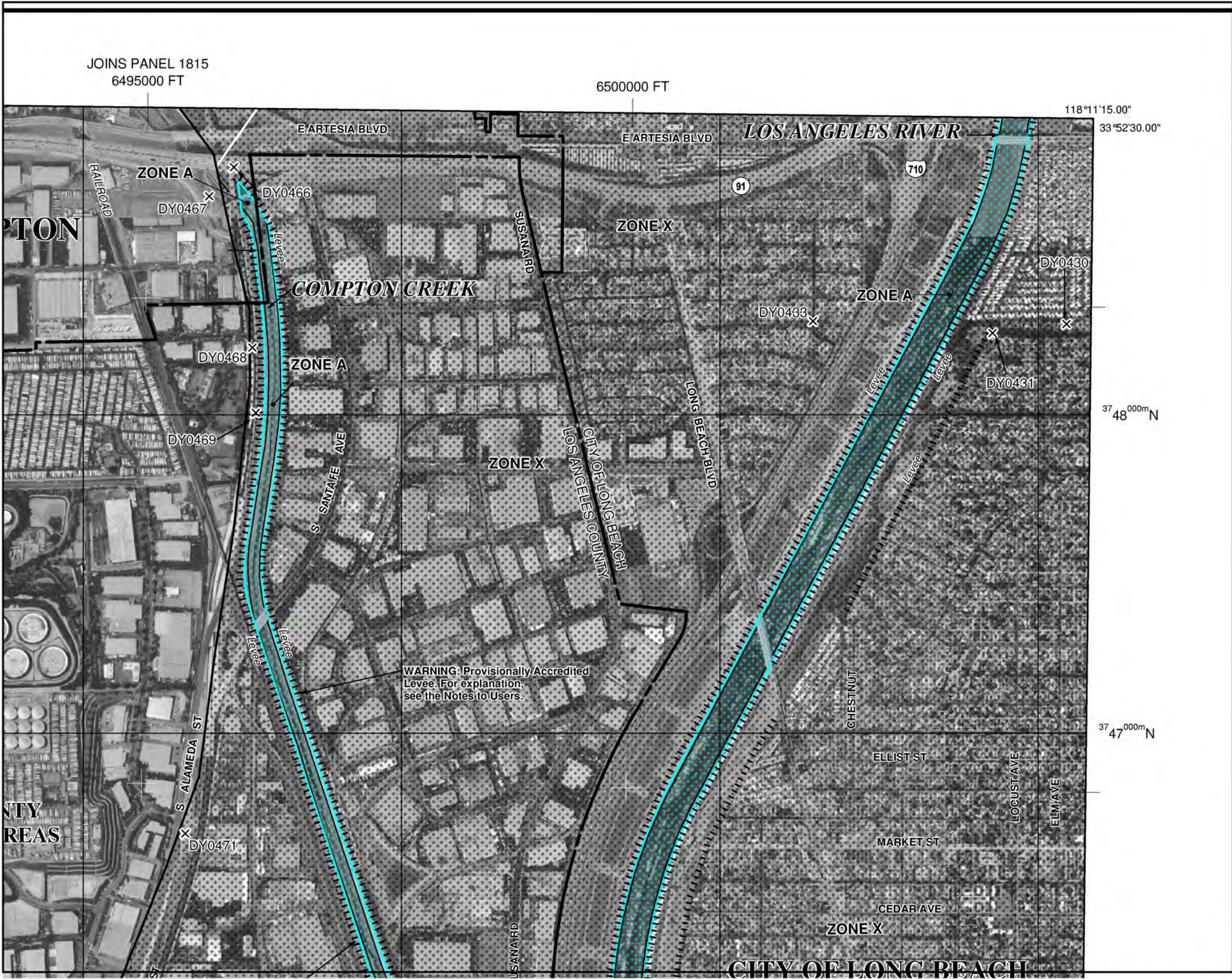
MAP NUMBER
06037C1815F

EFFECTIVE DATE
SEPTEMBER 26, 2008

Federal Emergency Management Agency

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NFIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1955F

FIRM
FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 1955 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	065043	1955	F
CARSON, CITY OF	060107	1955	F
COMPTON, CITY OF	060111	1955	F
LONG BEACH, CITY OF	060136	1955	F
LOS ANGELES, CITY OF	060137	1955	F

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MAP NUMBER
06037C1955F
EFFECTIVE DATE
SEPTEMBER 26, 2008

Federal Emergency Management Agency

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MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 METERS

NFIP

PANEL 1955F

FIRM

FLOOD INSURANCE RATE MAP

LOS ANGELES COUNTY, CALIFORNIA


AND INCORPORATED AREAS

PANEL 1955 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	065043	1955	F
CARSON, CITY OF	060107	1955	F
COMPTON, CITY OF	060111	1955	F
LONG BEACH, CITY OF	060136	1955	F
LOS ANGELES, CITY OF	060137	1955	F

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MAP NUMBER
06037C1955F

EFFECTIVE DATE
SEPTEMBER 26, 2008

Federal Emergency Management Agency

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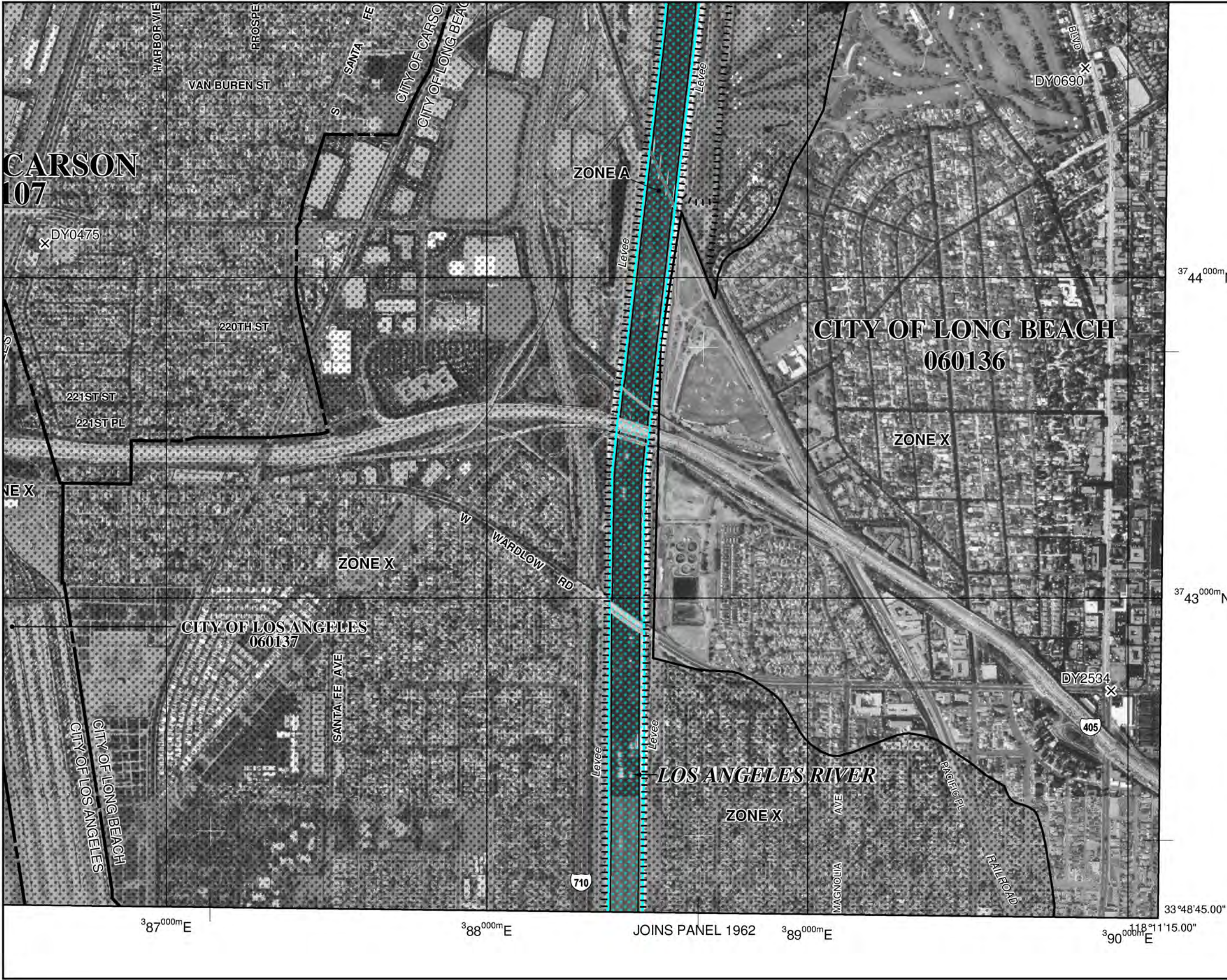
37 46 000m N

37 45 000m N

37 44 000m N

JOINS PANEL 1960

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National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

PANEL 1955F

FIRM
FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 1955 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	065043	1955	F
CARSON, CITY OF	060107	1955	F
COMPTON, CITY OF	060111	1955	F
LONG BEACH, CITY OF	060136	1955	F
LOS ANGELES, CITY OF	060137	1955	F

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MAP NUMBER
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EFFECTIVE DATE
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Federal Emergency Management Agency

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JOINS PANEL 1955
6500000 FT

W SPRING ST
CANTON ST
W 29TH ST
W 28TH ST
W 27TH ST
W 25TH ST
W BURRNETT ST

710

LOS ANGELES RIVER

Levee

W SPRING ST
W 29TH ST
W COLUMBIA ST
W 28TH ST
W PATTERSON ST
27TH ST
W 25TH ST

W WILLOW ST

ZONE A

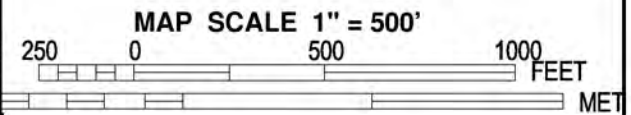
ZONE X

CITY OF LOS ANGELES
06

DY0322

NOLIA AVE

WARNING: Area protected by Provisionally Accredited Levee. For explanation.



PANEL 1962F

FIRM
FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 1962 OF 2350

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

<u>COMMUNITY</u>	<u>NUMBER</u>	<u>PANEL</u>	<u>SUFFIX</u>
LONG BEACH, CITY OF	060136	1962	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



MAP NUMBER
06037C1962F

EFFECTIVE DATE
SEPTEMBER 26, 2008

Federal Emergency Management Agency

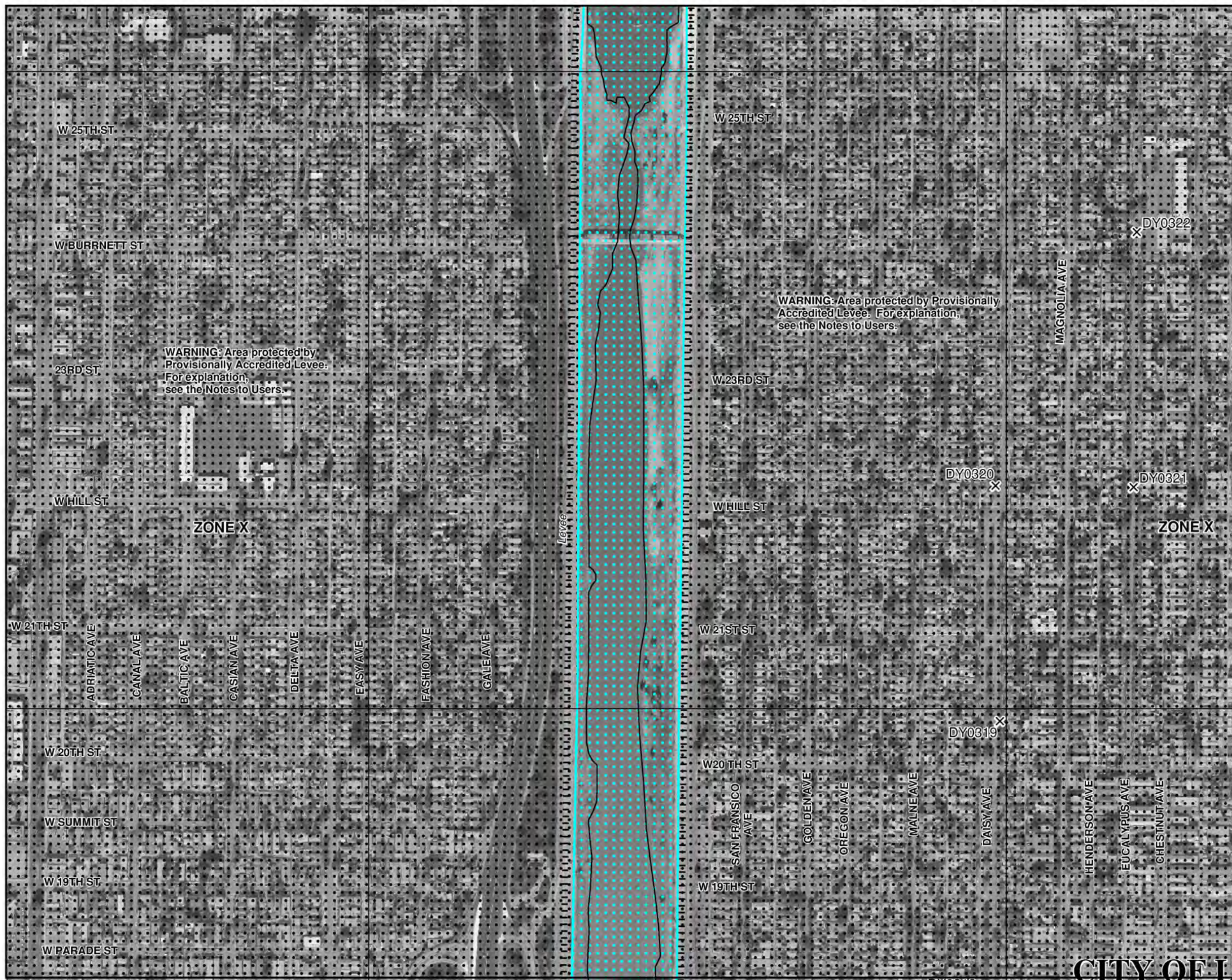
CITY OF L 06

DY0322

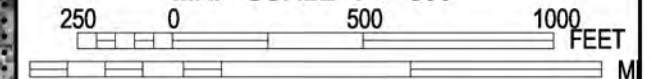
WARNING: Area protected by Provisionally Accredited Levee. For explanation.

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MAP SCALE 1" = 500'



NFIP

PANEL 1962F

FIRM
FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 1962 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

<u>COMMUNITY</u>	<u>NUMBER</u>	<u>PANEL</u>	<u>SUFFIX</u>
LONG BEACH, CITY OF	060136	1962	F

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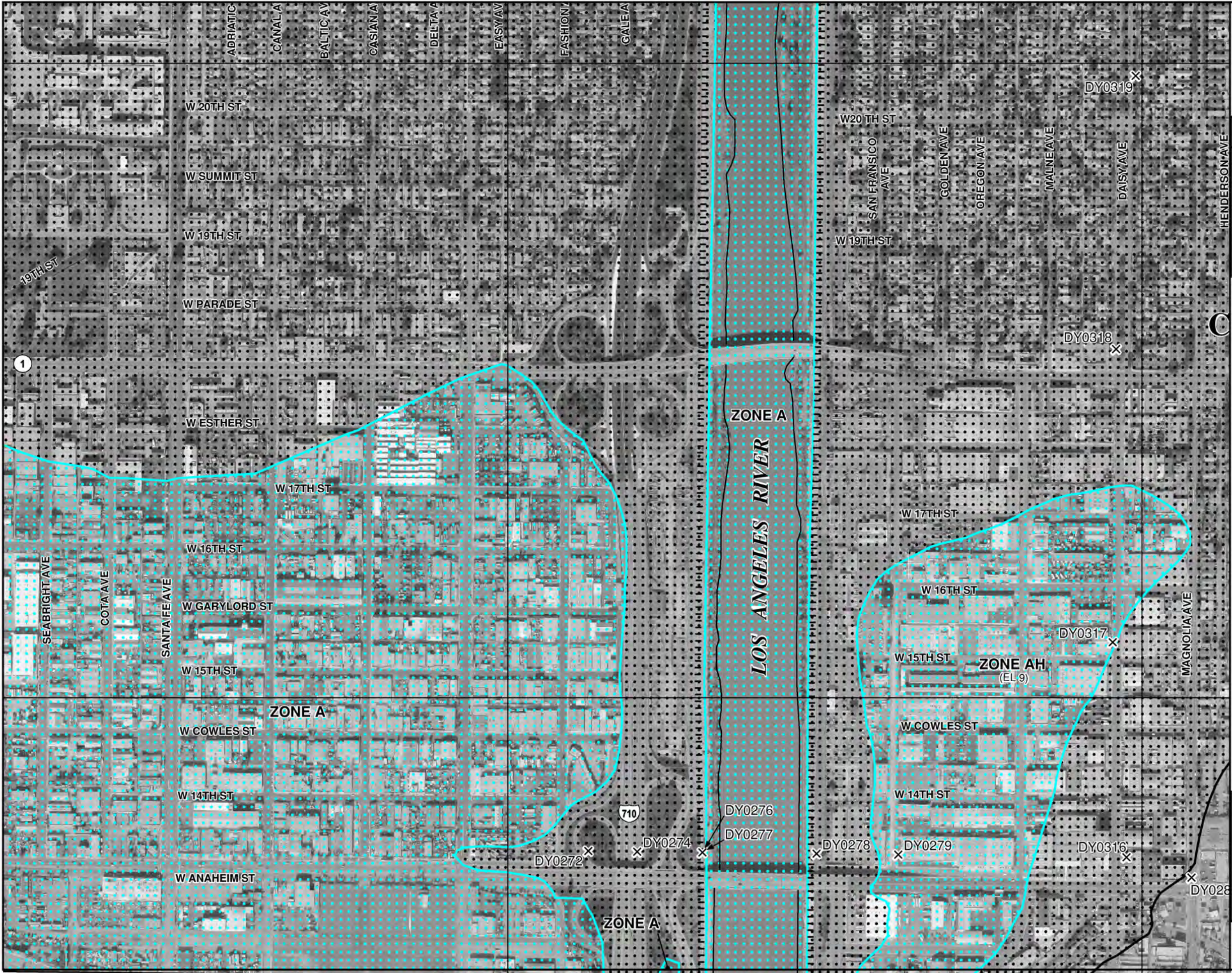
MAP NUMBER
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EFFECTIVE DATE
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MAP SCALE 1" = 500'

250 0 500 1000 FEET

NFIP

PANEL 1962F

FIRM

FLOOD INSURANCE RATE MAP

LOS ANGELES COUNTY,

CALIFORNIA

AND INCORPORATED AREAS


PANEL 1962 OF 2350

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LONG BEACH, CITY OF	060136	1962	F

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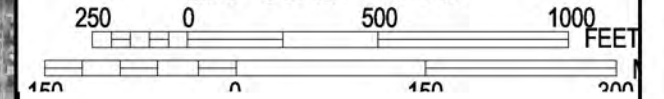
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JOINS PANEL 1962
6500000 FT



MAP SCALE 1" = 500'



NFIP

PANEL 1964F

FIRM

FLOOD INSURANCE RATE MAP LOS ANGELES COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 1964 OF 2350

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

<u>COMMUNITY</u>	<u>NUMBER</u>	<u>PANEL</u>	<u>SUFFIX</u>
LONG BEACH, CITY OF	060136	1964	F

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MAP NUMBER

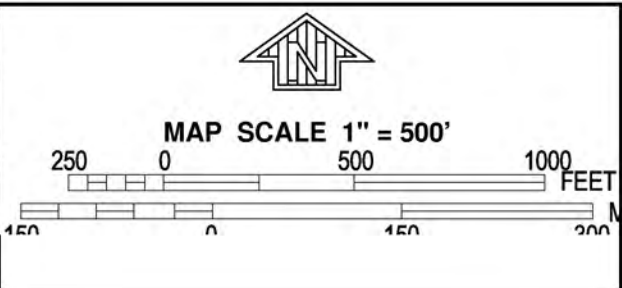
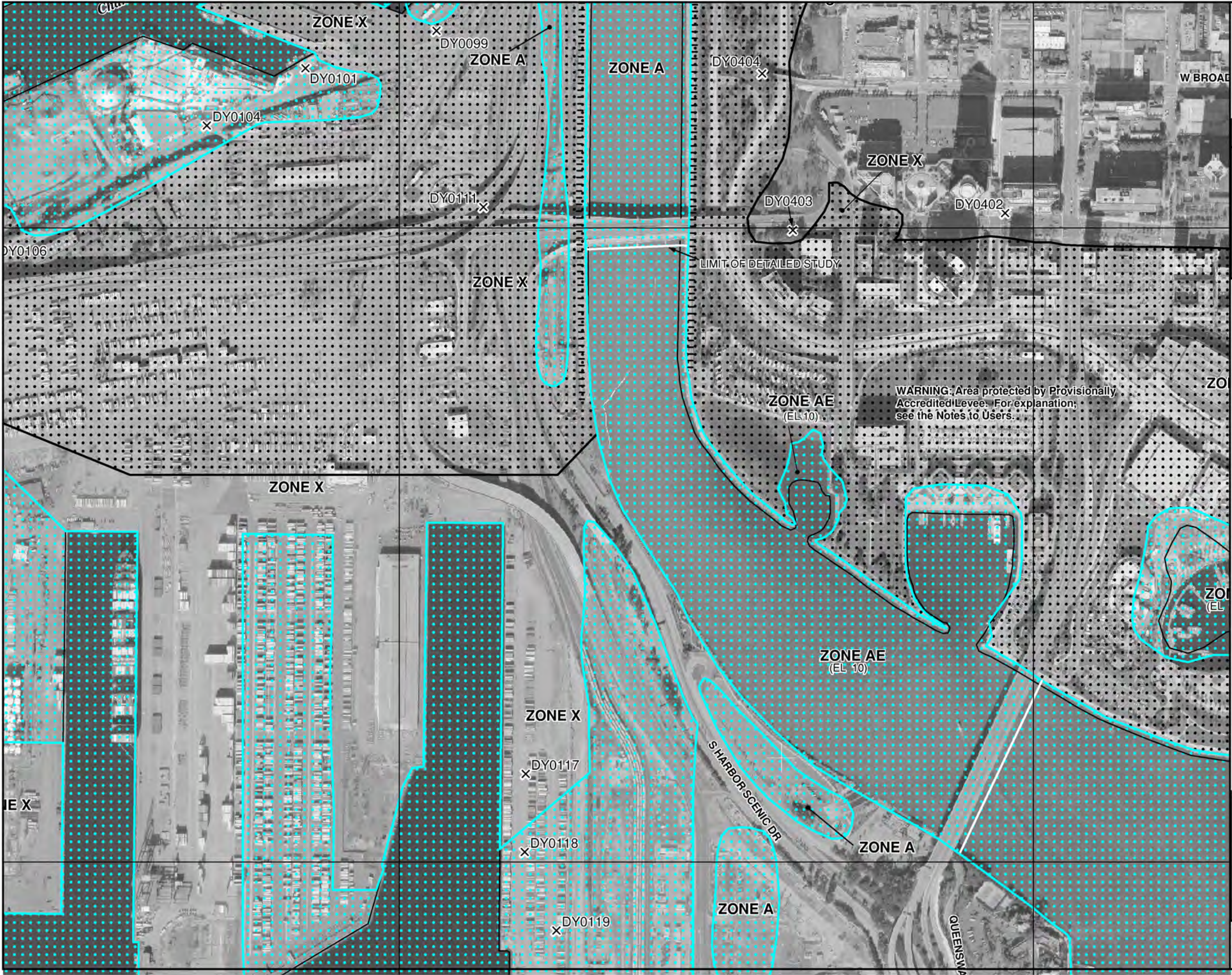
06037C1964F

EFFECTIVE DATE
SEPTEMBER 26, 2008

Federal Emergency Management Agency

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NFIP
NATIONAL FLOOD INSURANCE PROGRAM


PANEL 1964F

FIRM
FLOOD INSURANCE RATE MAP
LOS ANGELES COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 1964 OF 2350
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINS:

<u>COMMUNITY</u>	<u>NUMBER</u>	<u>PANEL</u>	<u>SUFFIX</u>
LONG BEACH, CITY OF	060136	1964	F

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