

# Westbound State Route 91 Improvement Project

CITIES OF CERRITOS AND ARTESIA, CALIFORNIA  
DISTRICT 7 – LA – 91, (SR-91 PM 16.9–19.8, I-605 PM 5.0–5.8)  
EA 29811/EFIS 0716000284

## Negative Declaration/Finding of No Significant Impact

### Volume II



### Prepared by the State of California Department of Transportation

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.



January 2019

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# **Appendix A** Section 4(f) Analysis

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# Appendix A. Final Section 4(f) Analysis

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## 1.0 Section 4(f) *De Minimis* 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. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *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.

A *de minimis* impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), results in either:

- A Section 106 finding of no adverse effect or no historic properties affected on a historic property under the National Historic Preservation Act; or
- A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).

The impacts of a transportation project on a park, recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined to be *de minimis* if:

1. The transportation use of the Section 4(f) property, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f);
2. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, or attributes of the Section 4(f) property; and
3. The official(s) with jurisdiction over the property, after being informed of the public comments and FHWA's intent to make the *de minimis* impact finding, concur in writing that the project will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f).

A Preferred Alternative was identified after considering all information in the IS/EA and technical studies. It was also based on input from the Project Development Team (PDT) members, public stakeholders, federal, State, and local agencies during the project development process. Public outreach

and coordination resulted in comments from the public and governmental agencies; all of which were carefully considered during the Preferred Alternative identification process. In addition, consideration was given to all issues raised during the public circulation period. After comparing and weighing the benefits and impacts of the Build Alternative, the Design Options, and the No Build Alternative, the PDT has identified the Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) as the Preferred Alternative. Also, as part of the project, the Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides.

As discussed in the following sections, the project would result in a use of the following property, but with project features or enhancement measures incorporated into the project, the project would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f):

- Ecology Park (Official with jurisdiction: City of Cerritos)

Because the project would not adversely affect the activities, features, and attributes that qualifies Ecology Park for protection under Section 4(f), Caltrans has determined that the project would result in a *de minimis* impact on this property.

For parks, recreation areas, or wildlife and waterfowl refuges, the official(s) with jurisdiction over the property has been informed of the intent to make a *de minimis* impact determination, after which an opportunity for public review and comment was provided. After considering any comments received from the public, if the official(s) with jurisdiction concurred in writing that the project would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f), then Caltrans may finalize the *de minimis* impact determination.

Caltrans initiated formal consultation with the official(s) with jurisdiction over Ecology Park, and informed the agency that Caltrans intended to make *de minimis* impact determinations for the property. During the consultation process, the relevant information from this report was provided to the agency for their concurrence that the project would not adversely affect the activities, features, or attributes that qualifies the property for protection under Section 4(f).

### **1.1 Ecology Park (P-4)**

#### ***1.1.1 Applicability of Section 4(f) for Ecology Park***

Ecology Park is located at 17133 Gridley Road in the City of Cerritos, south of SR-91. The existing park is open to the public and owned by the City of Cerritos, Public Works Department, Parks and Trees Division. Therefore, the park is subject to protection under the requirements of Section 4(f).

Ecology Park, which encompasses approximately 1.5 acres, is comprised of one continuous parcel. Pedestrian access to Ecology Park is provided via Gridley Road, where the sidewalk ends at the park entrance. Ecology Park does not maintain any parking facilities, however on-street parking is provided in the residential neighborhood adjacent to the park. There is no access to the park via the north or west because the parcel is bounded by SR-91 in the north and single-family homes in the west.



Ecology Park is an unstaffed neighborhood park that contains several amenities for public use, including a multipurpose field, basketball court (1/4), picnic tables, barbecues, a water fountain, and a variety of playground equipment.

### **1.1.2 Description of Use for Ecology Park**

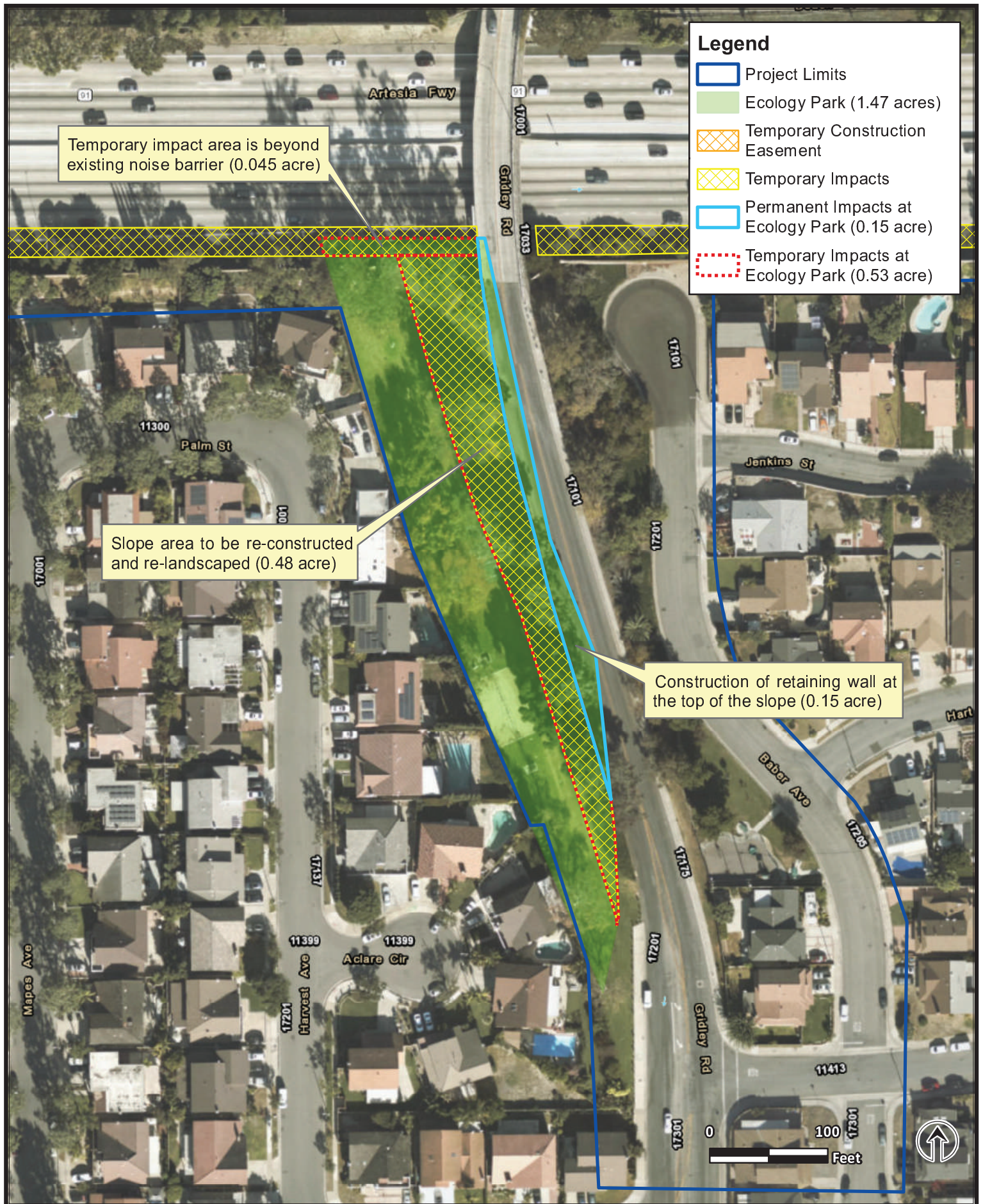
#### **1.1.2.1 Permanent Incorporation**

As shown on **Figure A-1**, the Preferred Alternative would result in the permanent incorporation of 0.15 acre of vegetated slope from Ecology Park into the transportation facility. Permanent impacts would not interrupt access to the park, and the park would remain open for public use during construction and operation of the project.

Construction of the Preferred Alternative would include the demolition and reconstruction of the existing Gridley Road overcrossing. While the overcrossing would be removed and replaced, permanent access to an overcrossing connecting to/from Ecology Park would be maintained, and there would be no permanent loss of access to this resource. Additionally, per PF-PR-2 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), landscaping and irrigation would be restored to Ecology Park after construction.

#### **1.1.2.2 Temporary Impacts**

The Preferred Alternative would require temporary impacts to Ecology Park for construction activities. Temporary impacts of 0.48 acre of land would be required to reconstruct and revegetate the slope to facilitate footing construction of the retaining wall. Temporary impacts would not interrupt access to the park, and the park would remain open for public use during construction of the project. Additionally, there would be temporary impacts to approximately 0.045 acre of parkland in the northern portion of this resource. This temporary impact area is located beyond the noise barrier that separates the park from SR-91, and it is not accessible from Ecology Park. Therefore, the temporary impact area would not adversely affect users of Ecology Park nor would it adversely affect the facilities, function or activities at the park.



Sources: Los Angeles County 2016; ESRI 2018.



Figure A-1. *De Minimis* Impacts at Ecology Park Westbound State Route 91 Improvements Project

### 1.1.3 De Minimis Use Explanation for Ecology Park

Activities, features, and attributes that qualify properties for protection under Section 4(f) include the facilities, functions, and/or activities at the resource, accessibility, visual, noise, vegetation, wildlife, air quality, and water quality. The permanent incorporation of a portion of Ecology Park would be *de minimis* because the project would not adversely affect the activities, features, and attributes that qualify Ecology Park for protection under Section 4(f).

Facilities, functions, and activities in the park include a multipurpose field, playground equipment, a basketball court (1/4), picnic tables, barbecues, and a water fountain. Under the Build Alternative, 0.63 acre of parkland would result in temporary and permanent impacts. The permanent incorporation of 0.15 acre of parkland from Ecology Park into the transportation facility would be required to construct a retaining wall at the top of the slope. The permanently incorporated area is currently located in the northeastern portion of the park and would be acquired for the roadway improvements and bridge replacement of Gridley Road. Due to construction of the retaining wall at the top of the slope, temporary impacts to 0.48 acre of land would be required to reconstruct and revegetate the remainder of the slope to facilitate footing construction of the retaining wall.

There are no developed recreational facilities or amenities in the areas to be temporarily and permanently impacted. The location of the parkland to be permanently incorporated is currently a vegetated slope, located between Gridley Road and the park. No park amenities would be temporarily or permanently affected by project construction because there are currently no developed recreational facilities in the permanent incorporation area. Therefore, the permanent incorporation would not adversely affect the facilities, functions, or activities at Ecology Park.

#### Noise

Ecology Park is generally bounded by SR-91 in the north, single-family homes in the south and west, and Gridley Road in the east. The surrounding transportation corridors currently contribute to the existing noise in the park. An existing 8.9-foot to 12.7-foot high wall, adjacent to SR-91, shields the park and nearby single-family homes from traffic noise.

The project would include the demolition and reconstruction of the Gridley Road overcrossing, as well as the extension of sidewalk along the western side of Gridley Road. The reconstruction of Gridley Road would maintain its existing two-lane configuration. Under the two-lane configuration, an increase in noise impacts would not be expected. Therefore, the permanent incorporation would not adversely affect noise at Ecology Park.

Additional noise and vibration impacts at the park may result from construction activities because of vehicles, equipment, and earth-disturbing activities. However, following construction, temporary noise and vibration impacts associated with construction would cease. Compliance with Caltrans Standard Specifications Section 14-8.02 (2015) would be required to minimize construction noise impacts on sensitive land uses adjacent to the project site. Construction noise is also regulated by the Caltrans Standard Specifications Section in Section 14-8.02. The noise level from the Contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed 86 dBA  $L_{max}$  at a distance of 50 feet.

Contractors will not operate an internal combustion engine on the job site without the appropriate manufacturer-recommended muffler.

### Air Quality

Several roadways are located near Ecology Park; the park is located directly south of SR-91 and adjacent to Gridley Road. The project would include the demolition and reconstruction of the Gridley Road overcrossing. The purpose of the project is to reduce congestion and improve freeway operations (both mainline and ramps), improve safety, and improve local and system interchange operations. However, there is a possibility that some traffic currently using other routes would use the new facility, which could result in increased VMT in the project area.

Short-term air quality impacts may result from construction activities because of vehicle and equipment emissions, and dust from earth-disturbing activities. However, following construction, short-term air quality impacts associated with construction would cease. The construction schedule for the Build Alternative is anticipated to take approximately 27 months, beginning in February 2022 and ending in June 2024. In order to reduce emissions generated by construction equipment, the Caltrans Standard Specifications for construction (Section 14-9.03 [Dust Control] and Section 14-9.02 [Air Pollution Control]) would be adhered to (LSA Associates, Inc., 2017). Additionally, the South Coast Air Quality Management District (SCAQMD) has established rules for reducing fugitive dust emissions. Fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts with the implementation of Project Features PF-AQ-1 through PF-AQ-7 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), and standard construction measures, such as frequent watering, which provide 50 percent effectiveness.

Nearby sensitive receptors and construction workers could be exposed to fugitive dust generated during construction. However, with implementation of PF-AQ-1, which requires the regular watering of all grading areas and disturbed soils, dust from the construction of the proposed project would not adversely affect people in nearby areas.

Long-term regional vehicle emission impacts of the proposed project were calculated using traffic data for the project region and emission rates from the Caltrans Emissions Factors Model (CT-EMFAC), Version 6, which uses emission factors developed by the Air Resources Board (ARB) in its Emission Factor Model, Version 2014 (EMFAC2014). The VMT data, along with the CT-EMFAC emission rates, were used to calculate the CO, ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions and particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>) emissions for the existing (2016), 2024, and 2044 conditions. Criteria pollutant emissions for both the No Build and Build Alternative would be lower than the existing condition emissions. Therefore, the project would not adversely affect air quality at Ecology Park.

Permanent improvements associated with the project would be completed on the property, and therefore, a portion of the property would be permanently incorporated into the transportation facility resulting in a permanent use under Section 4(f). However, due to the minor size and location of the permanently incorporated area, the project would not result in impacts that would substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f). Therefore, the project would result in a Section 4(f) *de minimis* impact on Ecology Park.

### **1.1.4 Public Notice Process and Consultation with Official(s) with Jurisdiction**

An opportunity for public review and comment was provided during circulation of the draft environmental document. In addition, Caltrans initiated formal consultation with the City of Cerritos, who is the Official with Jurisdiction for Ecology Park.

Caltrans informed the City of Cerritos of its intent to make *de minimis* impact determinations for Ecology Park. During the consultation process, the relevant information from this report was provided to the City of Cerritos for their concurrence that the project would not adversely affect the activities, features, or attributes that qualify Ecology Park for protection under Section 4(f).

Caltrans made a *de minimis* determination for Ecology Park and received written concurrence from the City of Cerritos on November 9, 2018 that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) (see Attachment A, Ecology Park Section 4(f) Concurrence Letter).

### **1.1.5 Avoidance, Minimization, and/or Mitigation Measures for Ecology Park**

The following avoidance, minimization, and/or mitigation measures will be implemented to make the *de minimis* findings for Ecology Park:

**PF-PR-2:** After construction, landscaping and irrigation would be restored to vegetated slope in Ecology Park.

**PF-AQ-1:** 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 South Coast Air Quality Management District's (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, earthmoving, 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. Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions. Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used. A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

**PF-AQ-2:** Project grading plans will show the duration of construction. Ozone (O<sub>3</sub>) precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.

**PF-AQ-3:** All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads. All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize dust emissions during transportation.

**PF-AQ-4:** The Construction Contractor will adhere to the California Department of Transportation (Caltrans) Standard Specifications for construction in Section 14-9 (2015). Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including Air Pollution Control District and Air Quality Management District regulations and local ordinances.

**PF-AQ-5:** Should the project geologist determine that asbestos-containing materials (ACMs) are present at the project study area during final inspection prior to construction, the appropriate methods will be implemented to remove ACMs.

**PF-AQ-6:** All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes. To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times. Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited to the extent feasible.

**PF-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.

### **1.1.6 Section 4(f) Finding for Ecology Park**

As discussed above, the permanent incorporation of parkland into the transportation facility would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). Avoidance, minimization, and/or mitigation measures would be implemented to minimize harm to the property and are discussed above in Section 1.1.5. With implementation of these measures, Caltrans has determined that the project would result in a *de minimis* impact on Ecology Park.

## **2.0 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, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

### 2.1 Resources Not Protected Under Section 4(f)

During the identification of parks and recreational areas near the project site, resources were identified, but were not further evaluated if they did meet the criteria qualifying them for protection under Section 4(f). Resources that were initially considered are listed in **Table A-1**, Section 4(f) Resources Not Protected Under Section 4(f).

**Table A-1: Section 4(f) Resources Not Protected Under Section 4(f)**

Property Name	Amenities	Why Resource Is Not Protected Under Section 4(f)
Nazarene Christian School	Multipurpose field and playground	Though the school has recreational facilities, it is privately owned. Therefore, the school is not a Section 4(f) resource.
Valley Christian Elementary School	Softball/baseball field, multipurpose field, and playground	Though the school has recreational facilities, it is privately owned. Therefore, the school is not a Section 4(f) resource.
Valley Christian High School	Tennis courts, softball/baseball fields, football field, track and field, and multipurpose fields	Though the school has recreational facilities, it is privately owned. Therefore, the school is not a Section 4(f) resource.

### 2.2 Section 4(f) Resources with No Use

The resources shown in **Table A-2**, Section 4(f) Resources with a No Use Determination, have been determined to not result in a Section 4(f) Use because the project does not permanently use the property and does not hinder the preservation of the property, or the proximity impacts do not result in constructive use.

For these resources, no use is anticipated because of the distance from the resource to the project limits, and/or because measures to minimize harm would be implemented, which would prevent any 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.

However, 11 resources are located adjacent to, or within close proximity of, the maximum disturbance limit (MDL). Due to their proximity to the MDL, further evaluation of proximity impacts on these resources are required and are discussed below in Section 2.2.1, Section 4(f) Resources within Proximity to the Project Limits.

Following the identification of the Preferred Alternative, additional research was conducted to assess project impacts at each Section 4(f) resource that was preliminarily determined to incur a *de minimis* impact. Additionally, upon further analysis, it was determined that parking lot facilities at school properties are not protected under Section 4(f). Unlike park properties and recreational areas where the entire property is protected under Section 4(f), the provisions of Section 4(f) only apply to the playground areas at school facilities (Federal Highway Administration, 2012). Therefore, based on the identified Preferred Alternative, a few resources in this Section 4(f) analysis have been updated to reflect a no use determination. These resources include: Reservoir Hill Park (P-3), Baber Park (B-5), AJ Padelford Park and North Artesia Community Center (P-6), and Tracy High School (S-10).

A review of the technical analyses completed for the Final IS/EA did not identify any project-related proximity impacts 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 A-2** for protection under Section 4(f).

### **2.2.1 Section 4(f) Resources within Proximity to the Project Limits**

Resources located within 0.5-mile of the proposed project improvements were evaluated to assess constructive use, and whether any project-related effects would result in proximity impacts that, after mitigation, 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 Section 4(f) significance, being meaningfully reduced or lost.

The 11 resources identified below are within 0.5-mile of the project limits and would qualify for protection under Section 4(f). However, no permanent use or temporary use were identified at these resources. Additionally, these resources are located either adjacent to the MDL, or are within close proximity to the MDL, therefore, proximity impacts at each of these resources are analyzed below. The location of each resource listed below are also shown on **Figure A-2**, Section 4(f) Resources.



Table A-2: Section 4(f) Resources with a No Use Determination

Resource Number	Property Name	Distance from Project Limits	Official with Jurisdiction	Project Impacts	Section 4(f) Use Determination
<b>Bike Paths</b>					
B-1	Bellflower Bike Trail	0.4 mile	City of Bellflower	The project would have no impacts on these resources because project improvements would avoid these resources, and no proximity impacts are anticipated because of the distance from the resources to the project limits. Therefore, no use of these resources would be required to implement the project, and no further analysis is required.	No Use
B-2	San Gabriel River Mid Trail	0.2 mile	Los Angeles County Department of Public Works Road Maintenance Division		
<b>Parks</b>					
P-1	Glazier Park	0.5 mile	City of Norwalk	The project would have no impacts on these resources because project improvements would avoid these resources, and no proximity impacts are anticipated because of the distance from the resources to the project limits. Therefore, no use of these resources would be required to implement the project, and no further analysis is required.	No Use
P-2	Ruth R. Caruthers Park	0.25 mile	City of Bellflower		
P-3	Reservoir Hill Park	Adjacent to MDL	City of Cerritos		
P-5	Baber Park	Adjacent to MDL	City of Artesia		
P-6	AJ Padelford Park and North Artesia Community Center	Adjacent to MDL	City of Artesia		
P-7	Hermosillo Park	0.45 mile	City of Norwalk		

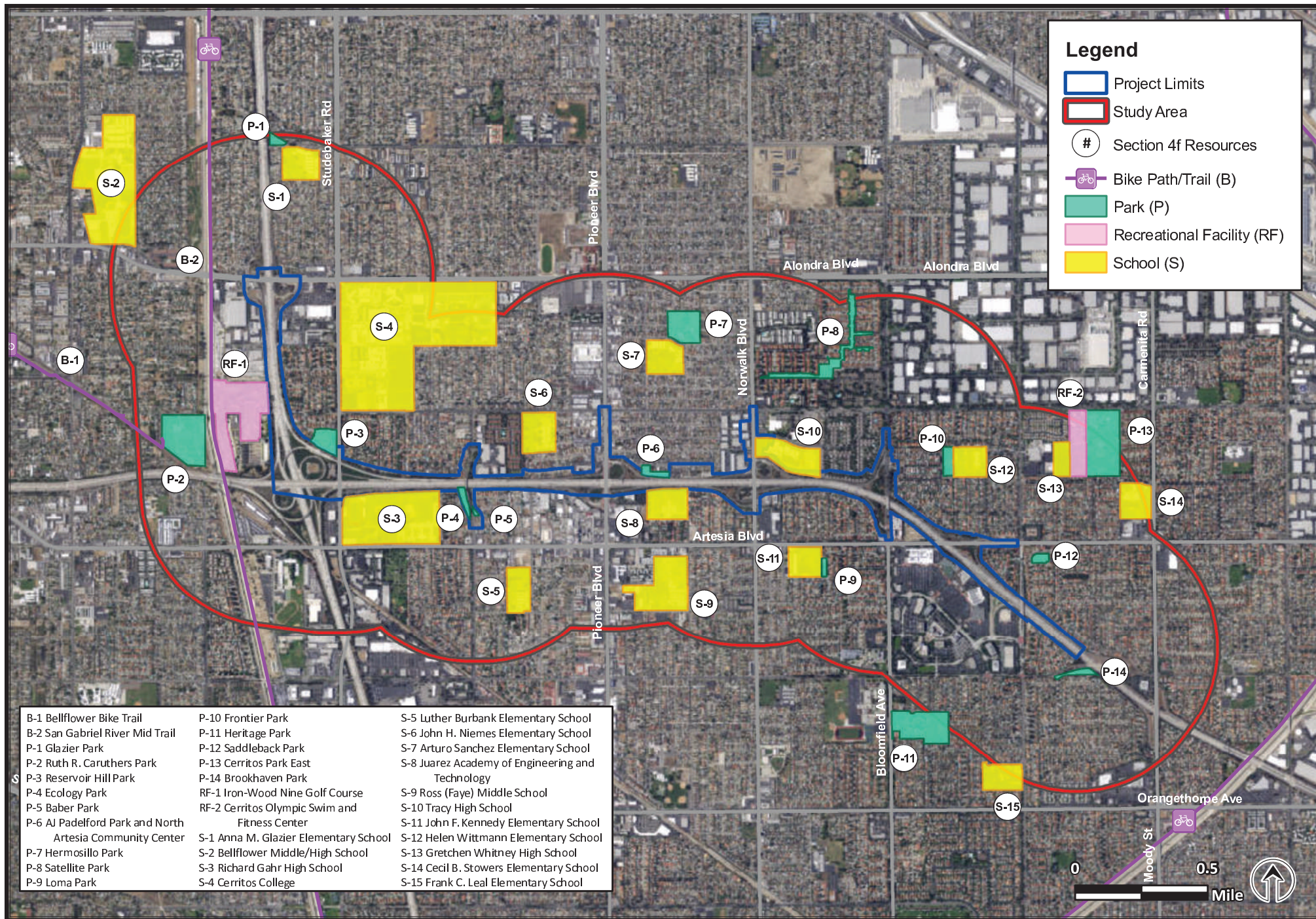
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Resource Number	Property Name	Distance from Project Limits	Official with Jurisdiction	Project Impacts	Section 4(f) Use Determination
P-8	Satellite Park	0.3 mile	City of Cerritos	The project would have no impacts on these resources because project improvements would avoid these resources, and no proximity impacts are anticipated because of the distance from the resources to the project limits. Therefore, no use of these resources would be required to implement the project, and no further analysis is required.	No Use
P-9	Loma Park	0.2 mile	City of Cerritos		
P-10	Frontier Park	0.2 mile	City of Cerritos		
P-11	Heritage Park	0.5 mile	City of Cerritos		
P-12	Saddleback Park	0.07 mile	City of Cerritos		
P-13	Cerritos Park East	0.4 mile	City of Cerritos		
P-14	Brookhaven Park	0.05 mile	City of Cerritos		
<b>Recreational Facilities</b>					
RF-1	Iron-Wood Nine Golf Course	Partially within MDL	City of Cerritos, Recreation Services Division	The project would have no impacts on these resources because project improvements would avoid these resources, and no proximity impacts are anticipated because of the distance from the resources to the project limits. Therefore, no use of these resources would be required to implement the project, and no further analysis is required.	No Use
RF-2	Cerritos Olympic Swim and Fitness Center	0.5 mile	City of Cerritos Recreation Services Division		

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Resource Number	Property Name	Distance from Project Limits	Official with Jurisdiction	Project Impacts	Section 4(f) Use Determination
<b>Schools</b>					
S-1	Anna M. Glazier Elementary School	0.36 mile	Norwalk-La Mirada Unified School District	The project would have no impacts on these resources because project improvements would avoid these resources, and no proximity impacts are anticipated because of the distance from the resources to the project limits. Therefore, no use of these resources would be required to implement the project, and no further analysis is required.	No Use
S-2	Bellflower Middle/High School	0.4 mile	Bellflower Unified School District		
S-3	Richard Gahr High School	Adjacent to MDL	ABC Unified School District		
S-4	Cerritos College	0.15 mile	California Community Colleges		
S-5	Luther Burbank Elementary School	0.18 mile	ABC Unified School District		
S-6	John H. Niemes Elementary School	0.05 mile	ABC Unified School District		
S-7	Arturo Sanchez Elementary School	0.2 mile	Norwalk-La Mirada Unified School District		
S-8	Juarez Academy of Engineering and Technology	Adjacent to MDL	ABC Unified School District		
S-9	Ross (Faye) Middle School	0.25 mile	ABC Unified School District		
S-10	Tracy High School	Partially within MDL	ABC Unified School District		
S-11	John F. Kennedy Elementary School	0.2 mile	ABC Unified School District		
S-12	Helen Wittmann Elementary School	0.3 mile	ABC Unified School District		
S-13	Gretchen Whitney High School	0.3 mile	ABC Unified School District and City of Cerritos Recreation Services Division		
S-14	Cecil B. Stowers Elementary School	0.48 mile	ABC Unified School District		
S-15	Frank C. Leal Elementary School	0.48 mile	ABC Unified School District		

Sources: ABC Unified School District, n.d.; Bellflower Unified School District, n.d.; City of Artesia, n.d.; City of Bellflower, n.d.; City of Cerritos, 2009; City of Cerritos, 2017; City of Norwalk, n.d.; Los Angeles Bike Paths, n.d.; Norwalk La Mirada Unified School District, n.d.; and TrailLink, n.d.



Sources: Los Angeles County 2017; ESRI 2017.



**Figure A-3. SECTION 4(F) RESOURCES**  
Westbound State Route 91 Improvement Project

The following 11 resources have been determined to not result in a constructive use because the project does not permanently use the property, does not hinder the preservation of the property, and the proximity impacts do not result in constructive use.

Based on their close proximity to the project improvements, the following resources were specifically evaluated for constructive use, but no severe proximity impacts were identified in the IS/EA:

### **2.2.1.1 Iron-Wood Nine Golf Course (RF-1)**

Iron-Wood Nine Golf Course is an existing recreational facility located at 16449 Piuma Avenue in the city of Cerritos. This municipal golf course includes a nine-hole course and a lighted driving range. The golf course is adjacent to the MDL; however, project construction would occur on the northbound direction of I-605, which is across the freeway from this resource. 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 project. The project would not result in any changes that would affect the visual quality at this resource.

There were five noise receptors that were monitored and modeled at Iron-Wood Nine Golf Course. All five of the noise receptors were classified under the NAC as Activity C, for golf course. Under the Build Alternative, the existing and predicted future noise levels would exceed the NAC level for Activity C, which is 67 dBA. However, the noise receptors at this resource represent features such as, the tee box, the fairway, or the green. According to the Caltrans Traffic Noise Analysis Protocol, these features are not considered frequent human use areas and noise levels at these locations are just for reporting purposes. No frequent human use areas, such as a clubhouse with outdoor seating or a restaurant with outdoor seating, are associated with this resource; therefore, noise abatement measures were not considered at this resource.

Short-term air quality impacts may result from construction activities because of vehicle and equipment emissions, and dust from earth-disturbing activities. However, following construction, short-term air quality impacts associated with construction would cease. Additionally, the SCAQMD has established rules for reducing fugitive dust emissions. Fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts with the implementation of Project Features PF-AQ-1 through PF-AQ-7 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), and standard construction measures, such as frequent watering, which provide 50 percent effectiveness. Therefore, air quality impacts would not result in severe proximity impacts at the resource.

As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of Iron-Wood Nine Golf Course. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

### **2.2.1.2 Reservoir Hill Park (P-3)**

Reservoir Hill Park is an existing, unstaffed neighborhood park located at 16733 Studebaker Road in the city of Cerritos with a multipurpose field, picnic tables, barbecues, and a variety of playground equipment. The park is approximately 5 acres in size and is located adjacent to the MDL; however, the

nearest project improvements would occur at the interchange with westbound SR-91 and I-605, and would include the expansion of the connector ramps, from one lane to two in what is considered a gore point. 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 project. Visual, noise, and air quality impacts would not result in a substantial impairment because no severe proximity impacts at the park are identified in the IS/EA.

Reservoir Hill Park is generally bounded by single-family residential homes in the north, Studebaker Road in the east, SR-91/I-605 interchange in the south, and Estella Avenue in the west. The surrounding transportation corridors currently contribute to the existing noise in the park. Additional noise and vibration impacts at the park may result from construction activities because of vehicles, equipment, and earth-disturbing activities in the southern portion of the park. Construction activities would also occur in an area isolated from the recreational facilities of the park. However, following construction, temporary noise and vibration impacts associated with construction would cease. Compliance with Caltrans Standard Specifications Section 14-8.02 (2015) would be required to minimize construction noise impacts on sensitive land uses adjacent to the project site. Construction noise is also regulated by the Caltrans Standard Specifications Section in Section 14-8.02.

Short-term air quality impacts may result from construction activities because of vehicle and equipment emissions, and dust from earth-disturbing activities. However, following construction, short-term air quality impacts associated with construction would cease. Additionally, the SCAQMD has established rules for reducing fugitive dust emissions. Fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts with the implementation of Project Features PF-AQ-1 through PF-AQ-7 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), and standard construction measures, such as frequent watering, which provide 50 percent effectiveness. Therefore, air quality impacts would not result in severe proximity impacts at the resource.

As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of Reservoir Hill Park. The property is a Section 4(f) property, but no "use" will occur. Therefore, the provisions of Section 4(f) do not apply.

### **2.2.1.3 Richard Gahr High School (S-3)**

Richard Gahr High School is an existing school in the ABC Unified School District and is located at 11111 Artesia Boulevard in the city of Cerritos. This school includes multiple athletic fields, outdoor basketball courts, tennis courts, and a stadium. The recreational facilities at Richard Gahr High School are open to anyone from the public who obtains a permit, including the use for organized activities such as youth baseball or soccer leagues.

The school is adjacent to the MDL; however, project construction would occur on the westbound direction of SR-91, which is across the freeway from this resource. 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 project. The project would not result in any changes that would affect the visual quality at this resource.

Five noise receptors were monitored and modeled near Richard Gahr High School, including R-77, R-78, R-79, R-80, and R-81. Noise receptor, R-81 is classified under NAC as Activity D for classroom and was not further assessed. The remaining four noise receptors are classified as Activity C for parkland. Under the Build Alternative, noise receptor R-77 did not have an increase noise, however the existing and predicted noise level approaches the NAC level for Activity C, which is 67 dBA. This receptor location represents an active sport area of the school on the eastbound side of SR-91. Currently, there is an existing private property wall that is between 6.2- and 6.9-feet high, which shields the active sports area. One noise barrier (NB No. 2.3) was modeled along the private property line to shield the active sports area. An approximately 664-foot long barrier was analyzed along the private property line on the eastbound side of SR-91. Under the model, Noise Barrier No. 2.3 is composed of a portion of the existing wall (EW No. 2.11) and a new wall. The noise barrier was evaluated in 2-foot increments, starting at 6-feet up to 16-feet high. The model concluded that Noise Barrier No. 2.3 would not be capable of reducing noise levels by 5 dBA or more and was determined to not be a feasible noise abatement measure. Although the existing and future noise levels approach the NAC, noise impacts would not substantially change under the Build Alternative. Therefore, the project would not adversely affect noise at Richard Gahr High School.

Short-term air quality impacts may result from construction activities because of vehicle and equipment emissions, and dust from earth-disturbing activities. However, following construction, short-term air quality impacts associated with construction would cease. With the implementation of Project Features PF-AQ-1 through PF-AQ-7 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), and standard construction measures, fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts. Therefore, air quality impacts would not result in severe proximity impacts at the resource.

As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of Richard Gahr High School. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

### **2.2.1.4 Baber Park (P-5)**

Baber Park is an existing, unstaffed neighborhood park located at 17189 Baber Avenue in the city of Artesia with playground equipment, a multipurpose field, and picnic tables. The park is approximately 0.25 acre in size and is located adjacent to the MDL; the nearest project improvements would occur adjacent to the park to accommodate the construction of roadway improvements along Gridley Road. Roadway improvements would include the demolition and reconstruction of the Gridley Road overcrossing. 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 project. Visual, noise, and air quality impacts would not result in a substantial impairment because no severe proximity impacts at the park are identified in the IS/EA.

The project would include the demolition and reconstruction of the Gridley Road overcrossing, as well as roadway improvements along Gridley Road adjacent to the park. The reconstruction of Gridley Road would maintain its existing two-lane configuration. Under the two-lane configuration, an increase in

permanent noise impacts would not be expected. Additional noise and vibration impacts at the park may result from construction activities because of vehicles, equipment, and earth-disturbing activities along Gridley Road, adjacent to Baber Park. However, following construction, temporary noise and vibration impacts associated with construction would cease. Compliance with Caltrans Standard Specifications Section 14-8.02 (2015) would be required to minimize construction noise impacts on sensitive land uses adjacent to the project site. Construction noise is also regulated by the Caltrans Standard Specifications Section in Section 14-8.02.

Short-term air quality impacts may result from construction activities because of vehicle and equipment emissions, and dust from earth-disturbing activities. However, following construction, short-term air quality impacts associated with construction would cease. Additionally, the SCAQMD has established rules for reducing fugitive dust emissions. Fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts with the implementation of Project Features PF-AQ-1 through PF-AQ-7 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), and standard construction measures, such as frequent watering, which provide 50 percent effectiveness. Nearby sensitive receptors and construction workers could be exposed to fugitive dust generated during construction. However, with implementation of Project Feature PF-AQ-1, which requires the regular watering of all grading areas and disturbed soils, dust from the construction of the proposed project would not adversely affect people in nearby areas. Therefore, air quality impacts would not result in severe proximity impacts at Baber Park.

As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of Baber Park. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

### **2.2.1.5 Luther Burbank Elementary School (S-5)**

Luther Burbank Elementary School is an existing school in the ABC Unified School District and is located at 17711 Roseton Avenue in the city of Artesia. This school includes a multipurpose field, children’s playground equipment, basketball courts, and handball courts. The recreational facilities at Luther Burbank Elementary School are open to anyone from the public who obtains a permit, including the use for organized activities such as youth baseball or soccer leagues.

The school is located within 950 feet of the MDL; however, the nearest project improvements would occur at the Gridley Road overcrossing, approximately one-quarter of a mile from the school. 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 from this resource would result from the project. Visual, noise, and air quality impacts would not result in a substantial impairment because no severe proximity impacts at the school are identified in the IS/EA. As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of Luther Burbank Elementary. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.



### **2.2.1.6 John H. Niemes Elementary School (S-6)**

John H. Niemes Elementary School is an existing school in the ABC Unified School District and is located at 16715 Jersey Avenue in the city of Artesia. This school includes multiple children’s playgrounds, a multipurpose field, basketball courts, and handball courts. The recreational facilities at John H. Niemes Elementary School are open to anyone from the public who obtains a permit, including the use for organized activities such as youth baseball or soccer leagues.

The school is located within 340 feet of the MDL; however, the nearest project improvements would occur at the Gridley Road overcrossing and the Pioneer Boulevard interchange improvements, approximately one-quarter of a mile from the school. 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 from this resource would result from the project. Visual, noise, and air quality impacts would not result in a substantial impairment because no severe proximity impacts at the park are identified in the IS/EA. As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of John H. Niemes Elementary School. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

### **2.2.1.7 AJ Padelford Park and North Artesia Community Center (P-6)**

AJ Padelford Park and North Artesia Community Center (AJ Padelford Park Facility) is located at 11870 169th Street in the city of Artesia. AJ Padelford Park is a staffed neighborhood park that contains several amenities for public use, including a multipurpose field, basketball court, picnic tables, and a variety of playground equipment. North Artesia Community Center is a staffed neighborhood community center that contains several amenities for public use, including a banquet space, meeting rooms and public parking. The AJ Padelford Park Facility is approximately 1.76 acre in size and is located adjacent to the MDL; however, the nearest project improvements would occur at the Pioneer Boulevard westbound ramps and 168th Street intersection, approximately less than one-half mile from the park. 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 project. Visual, noise, and air quality impacts would not result in a substantial impairment because no severe proximity impacts at the park are identified in the IS/EA.

AJ Padelford Park is generally bounded by SR-91 in the south, and single-family homes in the north, east and west. The surrounding transportation corridors currently contribute to the existing noise in the park. Additional noise and vibration impacts at the park may result from temporary construction activities because of vehicles, equipment, and earth-disturbing activities along the southern boundary of the AJ Padelford Park Facility. However, following construction, temporary noise and vibration impacts associated with construction would cease. Compliance with Caltrans Standard Specifications Section 14-8.02 (2015) would be required to minimize construction noise impacts on sensitive land uses adjacent to the project site. Construction noise is also regulated by the Caltrans Standard Specifications Section in Section 14-8.02.

Short-term air quality impacts may result from construction activities because of vehicle and equipment emissions, and dust from earth-disturbing activities. However, following construction, short-term air quality impacts associated with construction would cease. Additionally, the SCAQMD has established rules for reducing fugitive dust emissions. Fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts with the implementation of Project Features PF-AQ-1 through PF-AQ-7 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), and standard construction measures, such as frequent watering, which provide 50 percent effectiveness. Nearby sensitive receptors and construction workers could be exposed to fugitive dust generated during construction. However, with implementation of Project Feature PF-AQ-1, which requires the regular watering of all grading areas and disturbed soils, dust from the construction of the proposed project would not adversely affect people in nearby areas. Therefore, the project would not adversely affect air quality at the AJ Padelford Park Facility.

As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of the AJ Padelford Park Facility. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

#### **2.2.1.8 Juarez Academy of Engineering and Technology (S-8)**

The Juarez Academy of Engineering and Technology is an existing school in the ABC Unified School District and is located at 11939 Aclare Street in the city of Cerritos. This school includes multiple children’s playgrounds, a multipurpose field, basketball courts, and handball courts. The recreational facilities at Juarez Academy of Engineering and Technology are open to anyone from the public who obtains a permit, including the use for organized activities such as youth baseball or soccer leagues.

The school is adjacent to the MDL; however, project construction would occur on the westbound direction of SR-91, which is across the freeway from this resource. 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 project. Visual, noise, and air quality impacts would not result in a substantial impairment because no severe proximity impacts at the school are identified in the IS/EA. As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of Juarez Academy of Engineering and Technology. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

#### **2.2.1.9 Tracy High School (S-10)**

Tracy High School is located at 12222 Cuesta Drive in the City of Cerritos, north of SR-91, and is owned by the ABC Unified School District. Tracy High School encompasses 14.57 acres and is comprised of one continuous parcel with multiple buildings. The recreational facilities at Tracy High School are open to anyone from the public who obtains a permit, including the use for organized activities such as youth baseball or soccer leagues. Therefore, the recreational facilities at the school are subject to protection under the requirements of Section 4(f). Tracy High School contains several amenities for public use, including outdoor basketball courts, blacktop tennis courts, and a multipurpose grass area that primarily serves as a baseball field. The Tracy High School property also contains the ABC Adult School, which is

owned by the ABC Unified School District. However, the recreational facilities that qualify this resource for protection under Section 4(f) have been determined to be facilities operated by Tracy High School. The impacts discussed below correspond to the parcel as a whole, but are under the operation of Tracy High School.

The project would require one temporary construction easement (TCE) on a total of 0.82 acre of land at Tracy High School on the parking lot adjacent to Norwalk Boulevard in the western end of the school's boundary. This TCE would be required for the proposed interchange and intersection improvements at Norwalk Boulevard. The TCE area would be located on an existing parking lot and would be used for construction activities, including the use of vehicles, equipment, or construction staging. The parking lot currently contains 76 parking stalls and would be reconfigured and restriped prior to construction. The project team provided five tentative parking stall reconfigurations to the ABC Unified School District for review during a coordination meeting with the agency. The five restriping plans ranged between 74 and 82 parking stalls. Additionally, per PF-PR-1 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), the project team will work with the ABC Unified School District to determine a restriping and reconfiguration plan that would meeting the needs of the school. Therefore, the project would not impact or limit the number of spaces in the western parking lot. There are no recreational facilities or amenities that would to be permanently incorporated. Therefore, the permanent incorporation would not adversely affect the facilities, functions, or activities at Tracy High School.

During construction, one TCE area would result in the temporary impacts of 0.82 acre of parking lot from Tracy High School. In the western parking lot adjacent to Norwalk Boulevard, a TCE would be required to serve as a construction staging area for project improvements. The temporary impact area would be used for construction access, as well as staging of construction equipment, vehicles, and supplies. However, there are no recreational facilities or amenities in the TCE area. The land being used for staging area would be returned to the ABC Unified School District in a condition as good as, or better than, prior to the use of that area for the temporary access roads and staging area. Following construction, the entire temporary impact area would be improved as useable parking lot space. Therefore, the temporary impacts would not adversely affect the facilities, functions, or activities at Tracy High School.

Project improvements would include an interchange reconfiguration and intersection improvements at Norwalk Boulevard. Additional improvements would include the reconfiguration of lanes along Norwalk Boulevard and the reconstruction of the existing Type L-9 cloverleaf interchange into a Type L-7 cloverleaf interchange configuration. The interchange modification would also alter the arterial street operations as a result of the changed interchange access point for the arterial street to westbound SR-91. The relocation and reconstruction of the noise barrier along the southeastern portion of the property would be implemented to accommodate a new Caltrans right-of-way.

Additional noise and vibration impacts at the resource may result from temporary construction activities because of vehicles, equipment, and earth-disturbing activities along the western and southeastern boundary of Tracy High School. However, following construction, temporary noise and vibration impacts associated with construction would cease. Compliance with Caltrans Standard Specifications Section 14-8.02 (2015) would be required to minimize construction noise impacts on sensitive land uses

adjacent to the project site. Construction noise is also regulated by the Caltrans Standard Specifications Section in Section 14-8.02.

The Noise Protocol specifies the policies, procedures, and practices to be used by agencies that sponsor new construction or reconstruction of federal or federal-aid highway projects. The Noise Protocol defines a noise increase as substantial when the predicted noise levels with project implementation exceed the existing noise levels by 12 dBA. The Noise protocol also states that a sound level is considered to approach a NAC level when the sound level is within one dB of the NAC identified in 23 CFR 772. There were multiple noise receptors that were monitored and modeled near Tracy High School. However, two of them were classified under NAC as Activity D, for classroom, and were not further assessed. The two modeled noise receptors around the resource include, R-254 and R-257. Both noise receptors are classified as NAC Activity C for school playground and school sports area, respectively.

Noise receptor R-257 would increase in future noise levels by two dBA, from 63 dBA to 65 dBA; this would not approach the NAC level for Activity C, which is 67 dBA. Under the Build Alternative, noise receptor R-254 was not predicted have an increase in future noise levels; the existing and future modeled noise level is 67 dBA, which would approach the NAC level for Activity C, which is 67 dBA. This receptor location represents the blacktop basketball and tennis courts at Tracy High School. Currently, there is an existing private property wall that is between 10.8- and 14.7-feet high, which shields the playground. Noise barriers are the only form of noise abatement considered for the project. Each noise barrier was evaluated for feasibility based on achievable noise reduction. It was concluded in the Noise Abatement Decision Report that the existing soundwall between Tracy High School and the Norwalk Boulevard westbound off ramp which is approximately 12' to 14' high, is sufficient for noise abatement and the soundwall will not be reconstructed at a greater height. The permanent incorporation of a portion of the resource into the transportation facility would not adversely affect noise at Tracy High School.

Short-term air quality impacts may result from construction activities because of vehicle and equipment emissions, and dust from earth-disturbing activities. However, following construction, short-term air quality impacts associated with construction would cease. Additionally, the SCAQMD has established rules for reducing fugitive dust emissions. Fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts with the implementation of Project Features PF-AQ-1 through PF-AQ-7 (see Section 2.2.1.12, Avoidance, Minimization, and/or Mitigation Measures), and standard construction measures, such as frequent watering, which provide 50 percent effectiveness. Therefore, the project would not adversely affect air quality at Tracy High School.

As discussed above, the permanent incorporation of parking lot into the transportation facility would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). Avoidance, minimization, and/or mitigation measures would be implemented to minimize harm to the property and are discussed above. Permanent improvements associated with the project would be completed on the property, and therefore, a portion of the property would be permanently incorporated into to the project. However, unlike park properties and recreational areas where the entire property is protected under Section 4(f), the provisions of Section 4(f) only apply to the

playground areas at school facilities (Federal Highway Administration, 2012). The property is a Section 4(f) resource, but no “use” will occur at the recreational amenities that qualify the property for protection under Section 4(f). Therefore, the provisions of Section 4(f) do not apply.

#### **2.2.1.10 Saddleback Park (P-12)**

Saddleback Park is an existing, unstaffed neighborhood park located at 13037 Acoro Street in the city of Cerritos with a multipurpose field, children’s playground equipment, a basketball court (one-quarter court), and picnic tables. The park is 2.3 acres in size and is located within 350 feet of the MDL; however, the nearest project improvements would occur at the Bloomfield Avenue intersection, approximately one-half mile from the park. 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 project. Visual, noise, and air quality impacts would not result in a substantial impairment because no severe proximity impacts at the park are identified in the IS/EA. As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of Saddleback Park. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

#### **2.2.1.11 Brookhaven Park (P-14)**

Brookhaven Park is an existing, unstaffed neighborhood park located at 13167 Brookhaven Street in the city of Cerritos with a multipurpose field, children’s playground equipment, a basketball court (half court), and picnic areas. The park is 2.5 acres in size and is located within 200 feet of the MDL; however, the nearest project improvements would occur at the Bloomfield Avenue intersection, approximately one-mile from the park. 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 project. Visual, noise, and air quality impacts would not result in a substantial impairment because no severe proximity impacts at the park are identified in the IS/EA. As discussed above, none of the potential proximity impacts would result in the substantial impairment of the activities, features, or attributes of Brookhaven Park. The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

#### **2.2.1.12 Avoidance, Minimization, and/or Mitigation Measures**

The following avoidance, minimization, and/or mitigation measures will be implemented to minimize harm at resources within proximity to the project:

**PF-AQ-1:** 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 South Coast Air Quality Management District’s (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, earthmoving, 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. Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions. Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used. A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.

**PF-AQ-2:** Project grading plans will show the duration of construction. Ozone (O<sub>3</sub>) precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.

**PF-AQ-3:** All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads. All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize dust emissions during transportation.

**PF-AQ-4:** The Construction Contractor will adhere to the California Department of Transportation (Caltrans) Standard Specifications for construction in Section 14-9 (2015). Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including Air Pollution Control District and Air Quality Management District regulations and local ordinances.

**PF-AQ-5:** Should the project geologist determine that asbestos-containing materials (ACMs) are present at the project study area during final inspection prior to construction, the appropriate methods will be implemented to remove ACMs.

**PF-AQ-6:** All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes. To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times. Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited to the extent feasible.

**PF-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.

**PF-PR-1:** Before construction activities begin; the western parking lot of Tracy High School would be reconfigured and restriped in order to not reduce the number of spaces in the western parking lot compared to existing conditions.

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**Attachment A: Ecology Park Section 4(f) Concurrence Letter**



**DEPARTMENT OF TRANSPORTATION**

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October 15, 2018

Kanna Vancheswaran, Director of Public Works/City Engineer  
City of Cerritos Public Works Department, Parks and Trees Division  
18125 Bloomfield Avenue  
Cerritos, CA 90703

**Subject: Section 4(f) *De Minimis* Finding for Westbound SR-91 Improvement Project**

Dear Mr. Vancheswaran:

Caltrans is conducting environmental review for the Westbound SR-91 Improvements Project. The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327. We are consulting with you under Section 4(f) of the 1966 US Department of Transportation Act regarding our *de minimis* finding for the above referenced project with respect to Ecology Park. Enclosed with this letter is the *de minimis* impact finding including the proposed avoidance, minimization measure and enhancements to Ecology Park.

To proceed with the design and construction of the project, Caltrans needs to document that the City of Cerritos, Public Works Department, Parks and Trees Division (as the department with jurisdiction) has been informed of Caltrans' intent to make a determination of *de minimis* to Ecology Park. Please sign and date the concurrence signature block on Page 4 and return it to us within 15 days upon receipt of this document.

If you have any questions regarding the proposed project, please contact Jinous Saleh at (213) 897-0683 or at [Jinous.Saleh@dot.ca.gov](mailto:Jinous.Saleh@dot.ca.gov).

Sincerely,

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

Ron Kosinski, Deputy District Director

Enclosure: Ecology Park Impact Figure

Cc: Dario Simoes, P.E., Assistant City Engineer

SECTION 4(F) DE MINIMIS IMPACT FINDING  
Westbound SR-91 Improvements Project  
Cerritos, California

**Description of the Section 4(f) Resource**

Ecology Park, which encompasses approximately 1.5 acres, is comprised of one continuous parcel. Pedestrian access to Ecology Park is provided via Gridley Road, where the sidewalk ends at the park entrance. Ecology Park does not maintain any parking facilities, however on-street parking is provided in the residential neighborhood adjacent to the park. There is no access to the park via the north or west because the parcel is bounded by SR-91 in the north and single-family homes in the west.

Ecology Park is an unstaffed neighborhood park that contains several amenities for public use, including a multipurpose field, basketball court (1/4), picnic tables, barbecues, a water fountain and a variety of playground equipment.

**Project Description**

The Westbound State Route 91 (SR-91) Improvements Project (project) proposes to widen and improve approximately 4 miles of freeway along westbound SR-91 between approximately Shoemaker Avenue and Interstate 605 (I-605) interchange. The study area includes westbound SR-91 (Post Miles [PM] 16.9-19.8) and northbound I-605 (PM 5.0-5.8) and traverses the cities of Cerritos and Artesia.

The project includes the Build Alternative with the design option for the *Reduced Lane/Shoulder Width* and the design option for *Pioneer Boulevard Westbound Ramps/168th Alignment* which proposes to align the SR-91 westbound ramps with 168th Street in Artesia at the Pioneer Boulevard interchange. This design option would create a four-legged intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Gridley Road Overcrossing would be improved to a two lane road with standard shoulders and sidewalks on both sides.

**Project Impacts to Ecology Park**

The project would result in the permanent incorporation of 0.63 acre of land from Ecology Park in the eastern portion of the park boundary to accommodate the construction of roadway improvements along Gridley Road. This permanent incorporation would constitute a permanent use of a portion of Ecology Park. However, the permanent incorporation of this resource would occur in an area of the park that is currently a vegetated slope, with no developed recreational

facilities. Permanent impacts would not interrupt access to the park, and the park would remain open for public use during construction and operation of the project.

There would be temporary impacts to 0.045 acre of parkland in the northern portion of Ecology Park. However, this temporary impact area is located beyond the noise barrier that separates the park from SR-91, and it is not accessible from Ecology Park. Therefore, the temporary impact area would not adversely affect users of Ecology Park, as shown in Figure 1.

#### **Proposed Avoidance, Minimization, Mitigation, Enhancements to the Resource**

Landscaping and irrigation would be restored as part of the design/construction phases.

#### **Public Involvement**

A public hearing was conducted on August 1 and 2, 2018. Documentation of the public involvement process can be found in Chapter 4 of the final environmental document.

#### **Official with Jurisdiction Concurrence**

The City of Cerritos supports the proposed project and concurs with the proposed impacts and minimization/enhancements listed above.

#### **Conclusion**

Permanent incorporation of this resource would occur in an area of the park that is currently a vegetated slope. Permanent impacts would not interrupt access to the park, and the park would remain open for public use during construction and operation of the project.

*De minimis* finding on the Westbound SR-91 Improvements Project is being carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S. Code 327.

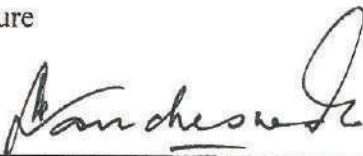
Under 49 USC 303(d), FHWA may determine, if certain conditions are met, that a project will have only a *de minimis* impact, as defined in 23 CFR 774.17, on a property protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. With respect to public parks, FHWA may make a finding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

Mr. Kanna Vancheswaran  
October 15, 2018  
Page 4

**Concurrence**

As the official with jurisdiction over Ecology Park, I hereby confirm that I have been informed of Caltrans' intent to make determination of *de minimis* impacts to Ecology Park. I concur that the SR-91 Westbound Improvement Project would not adversely affect the activities, features, and attributes that qualify Ecology Park for protection under Section 4(f).

Signature

  
\_\_\_\_\_

Date

11/9/18

Kanna Vancheswaran,  
Director of Public Works/City Engineer  
City of Cerritos



Sources: Los Angeles County 2016; ESRI 2018.



**Figure 1. De Minimis Impacts at Ecology Park Westbound State Route 91 Improvements Project**



- ▲ Direction of Photo
- Key View Location
- ① Key View Number

OUT/214 JAN15/2011 MAS

WESTBOUND SR-91 IMPROVEMENT PROJECT • VIA  
**Key View 1 - Existing Condition**

Exhibit 9a



- ▲ Direction of Photo
- Key View Location
- ① Key View Number

WESTBOUND SR-91 IMPROVEMENT PROJECT • VIA  
**Key View 1 - Proposed Condition**

08/11/18 JN 15/481 MAS

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**Appendix B** Title VI Policy Statement

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**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

April 2018

**NON-DISCRIMINATION  
POLICY STATEMENT**

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

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

For information or guidance on how to file a complaint, please visit the following web page:  
[http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

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

A handwritten signature in blue ink that reads "Laurie Berman".

LAURIE BERMAN  
Director

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# Appendix C Summary of Relocation Benefits

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## C.1 Declaration of Policy

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

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

## C.2 Relocation Assistance Advisory Services

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

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the

Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

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

### **C.3 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 relocations. 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:

#### **C.3.1 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 incurred as a result of a move or discontinuance of a business.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

### **C.3.2 Reestablishment Expenses**

Reestablishment expenses related to the operation of the business at the new location, up to \$25,000 for reasonable expenses actually incurred.

### **C.3.3 Fixed In Lieu Payment**

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses which 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.

## **C.4 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 which has been refused a relocation payment by the Caltrans 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 OCTA or the 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.

Additional information on relocation benefits to affected non-residential properties and uses is provided in the attachment titled “Your Rights and Benefits as a Displaced Business, Farm or Nonprofit Organization under the Uniform Relocation Assistance Program” provided in English starting on the following page. The same attachment is provided in Spanish following the last page of the English attachment.

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Your Rights and Benefits  
as a Displaced  
Business, Farm, or  
Nonprofit Organization  
Under the California  
Department of  
Transportation Relocation  
Assistance Program

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California Department of  
Transportation

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# 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	-	<u>\$ 500</u>
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" =	<b>\$ 1,000</b>
--	-----------------

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 <i>Copying Machine</i> including installation costs at the replacement site.		\$ 3,000
Trade-in Allowance	-	<u>\$ 2,500</u>
Net Value		\$ 500

OR

Estimated cost to move		\$ 550
------------------------	--	--------

Based on the "lesser of", the amount of the "Substitute Personal Property" =		<b>\$ 500</b>
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### **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	-	<u>\$ 100</u>
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
<b>Average over two years</b>	<b>\$ 11,500</b>

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.).

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:





Non-Residential (2<sup>nd</sup> Printing)  
Effective October 1, 2014

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Sus Derechos y Beneficios  
Como Negocio, Operación  
Agrícola o Organización No  
Lucrativa Desplazada Bajo el  
Departamento de  
Transportación de California,  
Programa para Asistencia de  
Reubicación

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California Department of  
Transportation

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# Introducción

Cuando se está construyendo un sistema de transporte moderno, el desplazamiento de un pequeño porcentaje de la población es a veces necesario. Sin embargo, es el procedimiento de Caltrans que las personas desplazadas no deben de sufrir innecesariamente como resultado de los programas diseñados para el beneficio del público en general.



Los negocios, operaciones agrícolas, y organizaciones no-lucrativas desplazadas pueden ser elegibles para servicios de reubicación y pagos.

Este libreto le provee información acerca de los servicios y pagos de reubicación disponibles. Si usted tiene que mudarse como resultado de un proyecto de transportación de Caltrans, un Agente de Reubicación lo contactará. El Agente

de Reubicación estará disponible para responderle preguntas específicas y darle información adicional.

# **Acta de Procedimiento Uniforme de Asistencia para Reubicación y Adquisición de Bienes Raíces de 1970, Emendada “El Acta Uniforme”**



El propósito de esta Acta es de proveer uniformidad e igualdad de tratamiento a personas desplazadas de sus negocios, operaciones agrícolas, u organización no-lucrativa, por programas federales o programas asistidos con fondos federales, y de establecer uniformidad e igualdad en los procedimientos para adquisición de tierras para los programas federales y programas asistidos con fondos federales.

El Código de Regulaciones Federales 49, Parte 24 implementa el “Acta Uniforme” de acuerdo a los siguientes objetivos de asistencia de relocalización:

Para asegurar que las personas desplazados como resultado directo de proyectos federales o proyectos asistidos con fondos federales sean tratados con justicia, consistencia e igualdad de tal manera que esas personas no sufran daños desproporcionados como resultado de los proyectos diseñados para el beneficio del público en general.

*Mientras se ha hecho todo esfuerzo para asegurar la veracidad de este folleto, debe entenderse que no tiene la fuerza ni efecto de la ley, regla o regulaciones que gobiernan el pago de los beneficios. Si alguna diferencia o error resulta, la ley tomará precedencia.*

# Servicio de Reubicación

El Departamento de Transportación tiene dos programas para de ayudar a negocios, granjas y organizaciones no-lucrativas que tienen que reubicarse.

Estas son:

1. El Programa de Consejos de Asistencia de Reubicación, que es para ayudarle en localizar una propiedad de reemplazo conveniente, y
2. El Programa de Pagos para Reubicación, que le reembolsará de ciertos costos envueltos en la reubicación. Estos pagos están clasificados como:
  - Gastos Relacionados a Mudanza (costos de mover propiedad personal no adquirida).
  - Gastos de Restablecimiento (gastos relacionados a la propiedad de reemplazo).
  - Pagos Fijos (pago fijo en vez de los gastos de mudanzas y otros gastos relacionados, y gastos de restablecimiento).

***Nota:*** Pagos por pérdida de clientela es considerado un costo de adquisición. La ley de



*California y las regulaciones federales mandan que los pagos de reubicación no pueden duplicar otros pagos, como los pagos de pérdida de clientela.*

Usted **no** puede ser elegible a recibir ningún pago de reubicación hasta que el Estado haya hecho la primera oferta escrita para comprar su propiedad. Usted también recibirá un aviso escrito por lo menos 90 días antes que se tenga que mover.

## **Alguna Definiciones Importantes...**

Sus beneficios de relocalización pueden ser entendidos mejor si usted se familiariza con los siguientes términos:

Negocio: Cualquier actividad legal, con la excepción de operaciones agrícolas, conducida principalmente para la compra, venta, arrendamiento, y alquiler de bienes personales o bienes raíces, o para la fabricación, elaboración y/o mercadotecnia de productos, mercancías, u otros bienes personales, o solamente para el propósito de ésta Acta, un rótulo con anuncio o anuncios, cuando el rótulo(s) tenga(n) que ser movido(s) como resultado del proyecto.

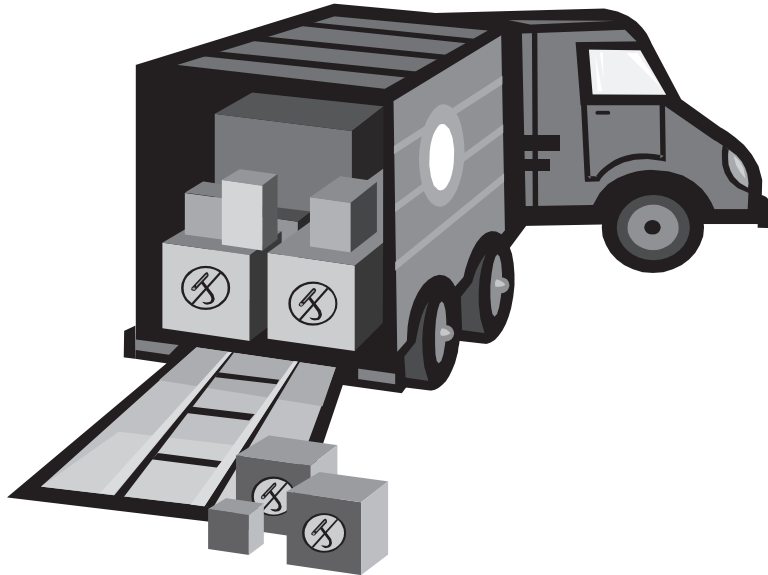
Negocio Pequeños: Un negocio que tenga no más de 500 empleados trabajando en el lugar que esta siendo adquirido o desplazado por un programa o proyecto.

Contribuye Materialmente: Un negocio u operación agrícola debe de haber tenido un ingreso bruto en recibos de al menos \$5,000 o un promedio anual de ingreso netos de al menos \$1,000, para poder calificar como una operación de buena fé.

Operación Agrícola: Cualquier actividad conducida sola o principalmente para la producción de uno o más productos de agricultura o mercancías, incluyendo venta de madera, para la venta y uso en casa, y producción ordinaria de tales productos o mercancía en cantidades suficientes para tener la capacidad de contribuir materialmente al soporte del operario.

Organización No-lucrativa: Una entidad pública o privada que haya establecido su estado de organización no-lucrativa bajo leyes aplicables.

# GASTOS DE MUDANZA



Si usted califica como un negocio, operación agrícola, u organización no-lucrativa desplazada, usted puede recibir reembolso de los gastos de mudanza y ciertos gastos relacionados incurridos en la mudanza. Para calificar, usted tiene que ocupar la propiedad legalmente como dueño o inquilino cuando Caltrans inicie negociaciones para la adquisición de la propiedad, O al tiempo que Caltrans adquiera título, o tome posesión de la propiedad. Sin embargo, para asegurar su elegibilidad y el pronto pago de los gastos de mudanza, usted tiene que haber contactado a su Agente de Reubicación antes de que se mude.

## Usted Puede Escoger Entre:

### **Gastos Razonables de Mudanza Actual –**

Usted tiene que haber pagado por sus gastos de mudanza razonables y gastos relacionados cuando una compañía comercial hace la mudanza.

El reembolso será limitado a mudanza de 50 millas o menos. Los gastos relacionados, con limitaciones, ***pueden*** incluir:

- Transportación.
- Embalaje y desembalaje propiedad personal
- Desconexión y reconexión relacionada a la operación de la propiedad personal.
- Almacenamiento temporal de la propiedad personal.
- Seguros mientras la propiedad está en almacenamiento o en tránsito, o la propiedad personal es perdida y dañada, si los seguros no son razonablemente disponible.
- Gastos en encontrar un lugar de reemplazamiento (\$2500 máxima).

- Servicios profesionales para planificar y supervisar la mudanza de la propiedad personal al nuevo lugar.
- Licencias, permisos y honorarios requeridos en el lugar de reemplazamiento.
- El costo de instalación de servicios públicos desde la línea del derecho de vía a la estructura(s) o mejoramientos en el sitio de reemplazamiento.
- Estudios de mercado, estudios de factibilidad y exámen de suelo.

O

**Contrato de Mudanza Propia** – Usted puede ser pagado por mover su propia propiedad personal basado en la más baja de dos ofertas aceptables obtenidas por Caltrans. Bajo esta opción, usted todavía será elegible para el reembolso de los gastos relacionados arriba mencionados, que no fueron incluidos en las ofertas.

O

**Pago Fijo** – Usted puede aceptar un pago fijo entre \$1,000 y \$40,000 basado en sus ganancias anuales EN VEZ de los costos y gastos relacionados de la mudanza.

## **Costos Actuales Razonables de Mudanza**

Pueden pagársele los gastos actuales razonables y necesarios de su mudanza si lo transporta con una compañía comercial de muebles y mudanzas. Todos sus gastos deben de ser respaldados con recibos u otra evidencia de gastos incurridos. Además de los gastos de transportación de su propiedad personal, ciertos otros gastos también pueden ser reembolsados, tales como empaque, embalaje, desempaque y desembalaje, desconexión, desmantelación, removimiento, reensamblamiento, y reinstalación de maquinaria relocalizada, equipos y otras propiedades personales. Otros gastos necesarios tales como servicios profesionales para planificar y supervisar la mudanza, almacenaje temporal y el costo para licencias, permisos y certificados también pueden ser reembolsables. Esta no es la intención de ser una lista inclusiva de todos los gastos relacionados de mudanza. Su Agente de Reubicación puede proveerle una explicación completa de los gastos reembolsables.

## **Contrato de Mudanza Propia**

Si usted elige tomar la responsabilidad total o parcial para la mudanza de su negocio,

operación agrícola, u organización no-lucrativa, Caltrans puede aprobar un pago sin exceder el presupuesto más bajo de dos ofertas aceptables de una compañía comercial de muebles y mudanzas o por el Agente de Reubicación. Una mudanza a costo bajo o sin complicaciones puede ser basada en una sola oferta o estimado. En realidad, la ventaja de esta opción es que releva de la obligación al operador del negocio, operación agrícola u organización no-lucrativa desplazadas de documentar todos los gastos de mudanza. Caltrans puede hacer el pago sin documentación adicional siempre y cuando el pago sea limitado a la cantidad más baja aceptable de la oferta o del estimado. Otros gastos tales como servicios profesionales para planificar, costos de almacenaje y el costo de licencias, permisos, y certificados también pueden ser reembolsables si son necesarios. Estos gastos tienen que ser aprobados de ante mano por el Agente de Reubicación.

## **Requisitos:**

Antes de que se mueva, usted tiene que proveer a Caltrans con:

- El inventario certificado de toda la propiedad personal que va a mover.

- La fecha que usted intenta desalojar la propiedad.
- La dirección de la propiedad de reemplazamiento.
- La oportunidad de supervisar e inspeccionar la mudanza desde la propiedad adquirida a la propiedad de reemplazo.



# Gastos Relacionados

**1. Gastos Para la Búsqueda de una Propiedad de Reemplazo** – Negocios, operaciones agrícolas, y organizaciones no-lucrativas tienen derecho a un reembolso por gastos actuales razonables, incurridos en la búsqueda de una propiedad de reemplazo, sin exceder \$2,500. Los gastos pueden incluir transportación, alimento y alojamiento cuando esté lejos de su casa; el valor razonable del tiempo que ha gastado buscando una propiedad de reemplazo; los honorarios pagados a agentes de bienes raíces o asesores; y otros gastos determinados por Caltrans como razonables y necesarios.



## **2. Pérdidas Directas de Bienes Personales**

**Tangibles:** Los negocios, operaciones agrícolas, y organizaciones no-lucrativas desplazada pueden ser elegibles para un pago por pérdidas directas de bienes personales tangibles incurrido como resultado de la mudanza o discontinuación de la operación. Este pago deberá ser basado en el menor de:

a) El valor de mercado de un producto para uso continuo en el sitio de desplazamiento menos la ganancia por su venta.

**O**

b) El costo estimado de mudanza y reinstalación de los objetos reemplazados es basado en la oferta mas baja o el estimado obtenido por Caltrans para mudanza elegible y costos relacionados, incluyendo desmantelamiento y reensamblaje, pero sin pago por almacenamiento.

**POR EJEMPLO:**

Usted determina que el “contador de documentos” no puede ser movido a la nueva localidad por su condición, y usted no lo va a reemplazar en la nueva localidad.

El Valor de Mercado del Cortador de Documentos basado en su uso actual en La Localidad actual es de \$1,500

Ganancia: Precio recibido por la venta Del Cortador de Documentos -\$ 500

Valor Neto \$1,000

O

El costo estimado de moverlo \$1,050

Basado en el “menor de,” la cantidad de la “Perdida de Propiedad Personal Tangible” = **\$1,000**

***Nota:*** Usted también tiene derecho a todos los costos razonables incurrido en su esfuerzo por vender el cortado de documentos (por ejemplo, anuncio comercial)

### **3. Compra de Substitución de la Propiedad**

**Personal:** Si un objeto de propiedad personal, el cual es usado como parte del negocio, la operación agrícola, o la organización no-lucrativa, no es movido pero es prontamente reemplazado con un objeto sustituto que hace una función comparable en el sitio de reemplazo, el desplazado tiene derecho al menor de:

- a) El costo de un objeto sustituto, incluyendo los costos de instalación en el sitio de reemplazamiento, menos cualquier ganancia por la venta o intercambio del objeto reemplazado.

**O**

- b) El costo estimado de mudanza y reinstalación del objeto de reemplazo, basado en la oferta mas baja aceptable o el estimado obtenido por Caltrans para una mudanza elegible y gastos relacionados, incluyendo el desmantelamiento y reensamblaje, pero sin pago por almacenamiento

## EJEMPLO A:

Usted puede determinar que la máquina copiadora no puede ser movida a la nueva localidad porque es ahora obsoleta y la va a reemplazar.

Costo de substituir una Máquina Copiadora incluyendo costos de instalación en el sitio de reemplazamiento.	\$3,000
Pago por el intercambio	<u>-\$2,500</u>
Valor Neto	\$ 500

## O

Costo estimado de la mudanza	\$ 550
Basado en el “menor de” la cantidad de “La Propiedad Personal Substituida.”	<b>\$ 500</b>

## EJEMPLO B:

Usted determina que las sillas no van a ser usadas en la nueva localidad, porque ya no combinan con la decoración, y usted las quiere reemplazar.

Costo de la sillas substitutas	\$1,000
Ganancias: Por la venta de las Sillas	<u>-\$ 100</u>
Valor Neto	\$ 900

## O

Costo estimado de la mudanza	\$ 200
Basado en el “menor de,” la cantidad de “La Propiedad Personal de Substitución	<b>\$ 200</b>

***Nota:*** Usted también tiene derecho a todos los gastos razonables incurridos en su esfuerzo por vender la copiadora (Ejemplo A) o las sillas (Ejemplo B).

**4. Desconexión y Reinstalación:** Usted va a ser reembolsado por los costos actuales y razonables de desconexión, desmantelamiento, mudanza, reensamblaje, e reinstalación de cualquier maquinaria, equipo u otra propiedad personal en relación a la mudanza a su nuevo local. Esto incluye conexión a los servicios públicos disponibles en el lugar y a cualquier modificación de los objetos personales que sean necesario para adaptar a los servicios públicos en el sitio de reemplazamiento.

**5. Cambios Físicos en el nuevo local:** Usted puede ser reembolsado por cierto cambios físicos de la propiedad de reemplazamiento si los cambios son necesarios para permitir la reinstalación de la maquinaria o equipo necesario para la continua operación del negocio.

***Nota:** Los cambios no pueden incrementar el valor del edificio para propósitos generales, tampoco pueden incrementar la capacidad mecánica de los edificios más allá de los requerimientos normales.*

**6.** El costo de instalación de los servicios públicos desde la derecha de la línea de camino a las estructuras o mejoras en el lugar de reemplazo.

7. Los estudios de marketing, encuestas de viabilidad y análisis de suelos.

8. Evaluaciones de una sola vez o tarifas de impacto para uso pesado utilidad esperada.

## **Gastos De Restablecimiento**

Un pequeño negocio, operación agrícola, u organización no-lucrativa puede ser elegible para un pago, que no exceda \$25,000, para los gastos actuales incurridos en la reubicación y el reestablecimiento en el sitio de reemplazo.

Gastos de reestablecimiento pueden incluir, pero no están limitado a, lo siguiente:

1. Reparación y mejoramiento de la propiedad de reemplazamiento requerido por las leyes, códigos, u ordenanzas federales, estatales o locales.
2. Modificaciones de la propiedad de reemplazamiento para hacer la estructura(s) apropiado para la operación del negocio.
3. Construcción e instalación de los letreros exteriores para anunciar el negocio.



4. Redecoración o reemplazamiento como pintura, tapizado de pared, paneles, o carpetas cuando sean requeridas por la condición del sitio de reemplazo o con propósitos estéticos.
5. Anunciar la localidad del nuevo negocio.
6. El aumento del costo estimado de operación en el lugar de reemplazo durante los primeros dos años, por objetos como:
  - a. Cargas de rentas.
  - b. Impuestos de propiedad personal o propiedad real
  - c. Prima de seguros, y
  - d. Carga de servicios públicos (excluyendo honorarios de impacto).
7. Otros objetos que el Departamento considere esenciales para el restablecimiento del negocio ú operación agrícola.

## **Pago De Una Vez (O Pago Fijo)**

Negocios que han sido desplazados, operaciones agrícolas, y organizaciones no-lucrativas podrían ser elegibles para un pago fijo (en vez de) por los gastos actuales de mudanza, pérdida de propiedad personal, gastos de búsqueda, y gastos de restablecimiento. Los pagos fijos no podrán ser menos de \$1,000 o más de \$40,000.

Para que un negocio sea elegible por un pago fijo, Caltrans debe de determinar lo siguiente:

1. El negocio posee o renta propiedad personal que debe de ser movida debido al desplazamiento.
2. El negocia no puede ser relocalizado sin una pérdida substancial de la clientela existente.
3. El negocio no es parte de un empresa comercial que tiene más de tres otros negocios conectados en una misma o actividad similar, las cuales están bajo el mismo dueño y no estan siendo desplazadas por el Departamento.
4. El negocio contribuyó materialmente a las ganancias del operador del negocio desplazado durante los do años anteriores al desplazamiento.

Cualquier operación del negocio que está conectado solamente en la renta del espacio de otros, no es elegible para un pago fijo. Esto incluye la renta de espacio con propósitos residenciales o de negocios.

Los requerimientos de elegibilidad para las operaciones agrícolas y organizaciones no-lucrativas son un poco diferentes a los requerimientos para negocios. Si usted está siendo desplazado de una finca o usted representa una organización no-lucrativa y está interesado en un pago fijo, por favor consulte con su consejero de reubicación para información adicional.

*Nota: Una organización sin fines de lucro debe corroborar que no puede ser reubicado sin una pérdida sustancial de patrocinio existente (membresía o clientela). El pago se basa en el promedio de dos años los ingresos brutos menos los gastos administrativos anuales.*

## La computación de Su Pago Fijo

El pago fijo para un negocio desplazado o una operación agrícola es basado en el promedio anual neto de ganancias de la operación por los dos años inmediatamente precedentes al año en el cual fue desplazado. Caltrans puede usar un período de dos años diferentes, si se determina que los dos últimos años no reflejan con certeza las ganancias de la operación.

**Ejemplo:** Caltrans adquiere su propiedad y usted se mueve en el 2013:

2011 Ganancias Netas Anuales	\$10,500
2012 Ganancias Netas Anuales	<u>\$12,500</u>
TOTAL	\$23,000
<b>Promedio de los años</b>	<b>\$11,500</b>

Este podría ser la cantidad de su pago fijo. Recuerde – esto es “en vez de” todos los otros beneficios de mudanza, incluyendo restablecimiento. Usted tendrá que proveer Caltrans pruebas de las ganancias netas para verificar su reclamo.

Prueba de las ganancias netas pueden ser documentas con sus declaraciones de impuestos, cartas financieras certificadas, u otra evidencia razonable de las ganancias netas aceptables por Caltrans.

*Nota: La computación de las organizaciones no-lucrativas difiere en que los pagos son computados en la base del promedio anual grueso de las ganancias menos los gastos administrativos por el período de los dos años especificados arriba.*

## **Antes de que se Mueva**

- A. Completar una "Solicitud de Determinación de Titularidad" forma disponible de su agente de reubicación, y volver de inmediato.
- B. Somete una declaración escrita de las razones por las cuales su negocio no puede ser reubicado sin una pérdida substancial en la ganancia neta.
- C. Provea una copia certificada de su declaración de impuestos de los dos años inmediatamente precedentes al año en el que se va a mover. (Si usted se mueve en cualquier momento en el año 2013, sin importar de cuando comenzaron las negociaciones o cuando el Estado tomó título de su propiedad, los años serán el de 2011 y el 2012.
- D. Usted deberá ser notificado de la cantidad a la que tiene derecho después que la aplicación es recibida y aprobada.
- E. Usted no puede recibir un pago hasta que se haya movido de la propiedad, Y que haya entregado un reclamo de pago dentro de los 18 meses de la fecha de mudanza.

# Asistencia de Asesoría de Reubicación



A cualquier negocio, operación agrícola, u organización no-lucrativa, desplazado por Caltrans debe de ofreceria los servicios de asistencia de reubicación con el propósito de localizar una propiedad de reemplazamiento. Los servicios de reubicación deben de ser proveídos por un empleado de Caltrans. Es la meta y el deseo de nosotros de servirle y asistirle en cualquier manera posible para ayudarle a reubicarse exitosamente.

Un Agente de Reubicación de Caltrans se comunicará con usted personalmente, Los servicios de reubicación y los pagos deberán ser explicados a usted de acuerdo con su

elegibilidad. Durante la entrevista inicial con usted, sus necesidades y deseos deberán determinarse así como su necesidad de asistencia.

Usted puede esperar recibir los siguientes servicios, consejos, y asistencia de su Agente de Reubicación quien le:

- Determinará sus necesidades y preferencias.
- Explicará los beneficios de reubicación y su elegibilidad.
- Proveerá información en las propiedades de reemplazo para su consideración.
- Proveerá información en aconsejarle como puede obtener ayuda para minimizar la adversidad en ajustarse a su nuevo local.
- Asistirá en completar los documentos de préstamos, aplicaciones de rentas o Formas de Reclamos de Reubicación.

Y puede proveerle información en:

- Depósitos de seguridad.
- Taza de intereses y términos.



- Pagos típicos de enganches.
- Permisos, honorarios, y ordenanzas locales.
- Requerimientos de préstamos SBA.
- Impuestos de bienes raíces.
- Literatura de educación al consumidor.

Si usted desea, su Agente de Reubicación le dará una lista actual de otras propiedades de reemplazamiento que estén disponibles. Se la proveerá transportación para inspeccionar la propiedad disponible, especialmente si usted es anciano o deshabilitado. Aunque usted puede usar los servicios de un vendedor de bienes raíces, Caltrans no lo puede referir a un agente específico.

Su Agente de Reubicación está familiarizado con los servicios proveído por otros en su comunidad y le proveerá información de otros programas federales, estatales y locales que ofrecen asistencia a las personas desplazadas. Si usted tiene necesidades especiales, su Agente de Reubicación hará un esfuerzo para asegurar los servicios del personal entrenado de estas agencias que tienen la experiencia para ayudarle.

Si el proyecto de carreteras requiere que un número considerable de personas sean reubicadas, Caltrans establecerá Oficinas temporales de Reubicación en o cerca del proyecto. Las oficinas de proyectos de reubicación serán abiertas durante las horas convenientes y hasta horas de la noche si es necesario.

Además de estos servicios, Caltrans será requerido a coordinar las actividades de reubicación con otras agencias causantes de desplazamiento para asegurar que todas las personas desplazadas reciban beneficios de reubicación iguales y consistentes.

Recuerde – Su Agente Reubicación está ahí para ofrecer consejos y asistencia. No tenga dudas en preguntar. Y esté seguro que usted entiende completamente todos los derechos y beneficios disponibles.

# SUS DERECHOS COMO UNA PERSONA DESPLAZADA

Es importante que recuerde que los beneficios de reubicación no tendrán un efecto adverso en su:

- Elegibilidad para Seguro Social
- Elegibilidad para Asistencia Social
- Declaración de Impuestos

Además, el **Título VIII del Acta de Derechos Civiles de 1968**, y las actas anteriores y sus enmiendas hacen ilegal las prácticas en la venta y renta de las unidades residenciales que estén basadas en la raza, color, religión, sexo, u origen nacional.

**Los Procedimientos No-Discriminatorios** de Caltrans aseguran que todos los servicios y/o beneficios sean administrados al público en general sin diferencia de raza, color, origen nacional, o sexo en cumplimiento con el Título VI del Acta de Derechos Civiles de 1964. (42 USC 2000 (d.) et seq.).

Y usted siempre tiene el **Derecho de Apelar** una decisión de Caltrans en relación a sus beneficios de reubicación y elegibilidad.

Su Derecho de Apelación es garantizado en la “Ley Uniforme” que establece que una persona puede apelar con el responsable de la agencia si esta persona cree que la agencia ha fallado en determinar apropiadamente la elegibilidad de la persona o la cantidad de un pago autorizado por la Ley.

Si usted indica su disatisfacción, ya sea verbalmente o por escrito, Caltrans puede asistirle en entregar su caso y explicar los procedimientos a seguir. A usted le darán la oportunidad de ser oído pronta y totalmente. Usted tiene el derecho de ser representado por un consejero legal u otro representante en conexión con la apelación (pero solamente a su propio costo).

Caltrans puede considerar todas las justificaciones pertinentes y materiales entregadas por usted y cualquier otra información disponible que sea necesaria para asegurar una revisión justa. Caltrans le proveerá con una determinación de la apelación por escrito con una explicación de la base de la decisión. Si usted todavía no está satisfecho con la asistencia prestada, Caltrans le aconsejará que usted puede buscar una revisión judicial.

## **Noticiero de la Ley para Americanos con Incapacidades Físicas (ADA):**

**Para personas con incapacidades físicas, este documento es disponible en formatos alternativos. Para información llame al número (916) 654-5413, o escriba a 'Department of Transportation - Right of Way, MS-37, 1120 N Street, Sacramento, CA 95814.'**



Nonresidential (Spanish)  
Effective October 1, 2014

## **Appendix D** Avoidance, Minimization and/or Mitigation Summary

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In order to be sure that all of the environmental measures and project features identified in this document are executed at the appropriate times, the following proposed Environmental Commitments Record [ECR] would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

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Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
<b>HUMAN ENVIRONMENT</b>									
<b>Land Use</b>									
<b>PF-PR-1</b> Before construction activities begin; the western parking lot of Tracy High School would be reconfigured and restriped in order to not reduce the number of spaces in the western parking lot compared to existing conditions.	Project Engineer	Prior to Construction							
<b>PF-PR-2</b> During PS&E Caltrans or Metro will initiate negotiations with the City of Cerritos and the ABC Unified School District for the partial acquisition and Temporary Construction Easement.	Project Engineer	Prior to Construction							
<b>PF-PR-3</b> After construction, landscaping and irrigation would be restored to vegetated slope in Ecology Park.	Project Engineer	After construction							
<b>Growth</b>									
No mitigation is required.									
<b>Community Impacts</b>									
<b>PF-REL-1</b> Property acquisition will be conducted in compliance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (Public Law 91-646, 84 Statutes 1894). The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by federal or federally assisted projects. 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.	Caltrans	Prior to relocation of properties							
<b>PF-REL-2</b> After construction, all TCEs would be restored to their original pre-project or better conditions.	Resident Engineer	After construction							
<b>PF-EJ-1</b> To minimize potential impacts on environmental justice populations, the California Department of Transportation (Caltrans) Relocation Assistance Program (RAP) includes advisory services to assist individuals and businesses being displaced by a public project. Relocation assistance services would be provided to all displaced residents, and would include provisions for identifying current real estate listings, payment programs for moving expenses (e.g. packing and unpacking, temporary storage, transportation, and moving insurance), purchase supplements, rental assistance, and down payments.	Caltrans	Prior to relocation of properties							
<b>Utilities/Emergency Services</b>									
<b>PF-UES-1</b> During final design, utility relocation plans will be prepared in consultation with the affected utility providers/owners for those utilities that will need to be relocated, removed, or protected in place. If relocation is necessary, the final design will focus on relocating utilities within existing public rights-of-way (ROWs) and/or easements. If relocation outside of existing ROWs or additional public ROWs and/or easements required for the proposed project are necessary, the final design will focus on relocating those facilities to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities. Utility relocations are anticipated to be completed by the various utility owners prior to or during construction.	Project Engineer	During final design							
	Project Engineer	Prior to and during construction							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
Prior to utility relocation activities, the Construction Contractor will coordinate with affected utility providers regarding potential utility relocations and inform affected utility users in advance about the date and timing of potential service disruptions.	Resident Engineer	Prior to utility relocation activities							
<b>PF-UES-2</b> Prior to and during construction, the Construction Contractor will coordinate all temporary mainline, ramp, and arterial roadway closures and detour plans with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times, including the identification of alternative routes for emergency vehicles and routes across the construction areas that are developed in coordination with the affected agencies.	Resident Engineer	Prior to and during construction							
<b>Traffic and Transportation/Pedestrian and Bicycle Facilities</b>									
<p><b>PF-T-1 Transportation Management Plan.</b> A Final Transportation Management Plan (TMP) may be developed in detail during final design, which would be implemented by the Construction Contractor during project construction to address short-term traffic circulation and access effects during project construction. Specifically, if a TMP is prepared during final design, a Qualified Traffic Engineer will prepare the TMP, which will include, but not be limited to, the elements described below to reduce traveler delays and enhance traveler safety during project construction. The TMP would be approved by the Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation (Caltrans) District 7 during final design and would be incorporated into the plans, specifications, and estimates for implementation by the Construction Contractor.</p> <p>The purpose of the TMP is to address the short-term traffic and transportation impacts during construction of the project. The objectives of the TMP are to:</p> <ul style="list-style-type: none"> <li>• Maintain traffic safety during construction,</li> <li>• Effectively maintain an acceptable level of traffic flow throughout the transportation system during construction,</li> <li>• Minimize traffic delays and facilitate reduction of the overall duration of construction activities,</li> <li>• Minimize detours and impacts to pedestrians and bicyclists,</li> <li>• Foster public awareness of the project and related transportation and traffic impacts, and</li> <li>• Achieve public acceptance of construction of the project and the TMP measures.</li> </ul> <p>The TMP will contain, but not be limited to, the following elements, which are intended to reduce traveler delay and enhance traveler safety. These elements will be refined during final design and incorporated in the TMP for implementation during project construction.</p> <ul style="list-style-type: none"> <li>• <b>Public Information/Public Awareness Campaign:</b> The primary goal of the Public Awareness Campaign (PAC) is to educate motorists, business owners and operators, residents, elected officials, and government agencies about project construction activities and associated transportation impacts. The PAC is an important tool for reaching target audiences with important construction project information and is anticipated to include but not be limited to the following:</li> </ul>	Qualified Traffic Engineer; Resident Engineer	During final design; project construction							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
<ul style="list-style-type: none"> <li>• Rideshare information</li> <li>• Brochures and mailers</li> <li>• Media releases</li> <li>• Paid advertising including radio, print, and social media</li> <li>• Public meetings</li> <li>• Broadcast fax and email services</li> <li>• A telephone hotline</li> <li>• Notification to targeted groups</li> <li>• Commercial traffic reporters/feeds</li> <li>• A project website</li> <li>• Visual information</li> <li>• Local cable television and news</li> <li>• Internet postings</li> <li>• Digital signage to inform commuters about closures</li> <li>• Print banners and signs</li> <li>• Business mitigation strategies</li> <li>• Social and digital media alerts</li> <li>• Parking mitigation strategies</li> </ul> <ul style="list-style-type: none"> <li>• <b>Traveler Information Strategies:</b> The effective implementation of a traveler information system during construction is crucial for enabling motorists to make informed decisions about their travel plans and options with real-time traffic information. That real-time traffic information will include information on mainline, ramp, lane, and arterial closures and detours; travel delays; access to adjacent land uses; “businesses are open” signs; and other signs and information to assist travelers in navigating through, around, and in construction areas. Key components of the traveler information system are anticipated to include but not be limited to the following: <ul style="list-style-type: none"> <li>• Fixed and portable changeable message signs</li> <li>• Ground-mounted signs</li> <li>• Automated work zone information systems</li> <li>• Highway advisory radio</li> <li>• A lane-closure website</li> <li>• The Caltrans highway information network</li> <li>• Bicycle and pedestrian information</li> <li>• A Commute Smart website</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>• <b>Incident Management:</b> Effective incident management will ensure that incidents in and near construction areas are cleared quickly and do not result in substantial delays for the traveling public in the vicinity of work zones. Incident management includes but is not limited to the following: <ul style="list-style-type: none"> <li>• A Caltrans Construction Zone Enhanced Enforcement Program (COZEEP)</li> <li>• A Freeway Service Patrol</li> <li>• Traffic surveillance stations</li> <li>• A Caltrans Transportation Management Center</li> <li>• A traffic management team</li> <li>• Towing services</li> </ul> </li> </ul> <ul style="list-style-type: none"> <li>• <b>Construction Strategies:</b> The TMP will include procedures to</li> </ul>									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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<p>lessen the transportation effects of project-related construction activities and will include but not be limited to consideration of the following:</p> <ul style="list-style-type: none"> <li>• Conflicts with other projects and special events</li> <li>• Construction staging alternatives</li> <li>• Mainline lane closures</li> <li>• Local road closures</li> <li>• Ramp and connector closures (no two consecutive on- or off-ramps in the same direction would be closed at the same time)</li> <li>• Pedestrian and bicycle detours and facility closures</li> <li>• Traffic control improvements</li> <li>• Coordination with other projects and local municipalities</li> <li>• Project phasing</li> <li>• Traffic screens</li> <li>• Truck traffic restrictions</li> </ul> <ul style="list-style-type: none"> <li>• <b>Demand Management:</b> Temporarily reducing the overall traffic volumes on the project segment of SR-91 and I-605 could reduce the short-term adverse effects of construction on traffic operations. The TMP will include but not be limited to the following strategies that could reduce vehicular demand in the study area during project construction: <ul style="list-style-type: none"> <li>• Rideshare incentives</li> <li>• Transit services</li> <li>• Shuttle services</li> <li>• Variable work hours and telecommuting</li> <li>• Park-and-ride lots</li> </ul> </li> <li>• <b>Alternate Route Strategies:</b> The TMP will provide strategies for notifying motorists, pedestrians, and bicyclists of planned construction activities. This notification will allow travelers to make informed decisions about their travel plans, including the consideration of possible alternate routes. The TMP will finalize the detour and alternate routes for motorists, specifically addressing the following: <ul style="list-style-type: none"> <li>• Mainline lane closures</li> <li>• Ramp/connector closures</li> <li>• Local road closures</li> <li>• Temporary highway or shoulder use</li> <li>• Local street improvements</li> <li>• Temporary detours and closures of bicycle and pedestrian facilities</li> <li>• Traffic signal coordination</li> </ul> </li> </ul> <p>The Construction Contractor will implement the measures in the TMP during construction.</p>									
<b>Visual</b>									
<p><b>PF-VIS-1 Landscaping.</b> Freeway landscape palettes and concept plans shall be implemented during the Plans, Specifications, and Estimates (PS&amp;E) phase in consultation with the City of Cerritos and/or City of Artesia and the California Department of Transportation (Caltrans) District Landscape Architect. The freeway landscape palettes and concept plans shall be designed</p>	Caltrans Project Engineer and Landscape Architect	Prior to completion of final design							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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in correspondence with the goals, policies, and actions of the City of Artesia General Plan (Community Goal CIR 2, Community Policy CIR 2.1, Policy Action 2.1.4, and Policy Action 2.1.5), City of Cerritos General Plan (Goal LU-13, Goal LU-16, Goal CD-2, Goal CON-6, Policy LU-16.1, Policy CD-1.2, and Policy Con-6.1), and Cerritos Municipal Code (Sections 9.75.190 [City Tree Removal] and 9.75.200 [Preservation of City Trees]).									
<b>PF-VIS-2 Architectural Treatments and Review.</b> All proposed Architectural Treatments proposed shall be developed during the PS&E phase in consultation with the City of Cerritos and/or City of Artesia and the Caltrans District Landscape Architect. All proposed architectural treatments shall be reviewed and approved by Caltrans prior to final design and implementation.	Caltrans Project Engineer and Landscape Architect	Prior to completion of final design							
<b>PF-VIS-3 Construction Lighting.</b> Construction lighting types, plans, and placement shall be reviewed at the discretion of the Caltrans District Landscape Architect in order to minimize light and glare impacts on surrounding sensitive uses.	Caltrans Project Engineer and Landscape Architect	Prior to completion of final design							
<b>Cultural Resources</b>									
<b>PF-CR-1 Discovery of Cultural Materials.</b> If cultural materials are discovered during site preparation, grading, or excavation, the construction contractor will divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. The California Department of Transportation (Caltrans) District 7 Environmental Branch Chief or the District 7 Native American Coordinator will then determine an appropriate course of action. If the discovery of cultural materials occurs outside the Caltrans right-of-way, then coordination with the appropriate local agency will be conducted.	Resident Engineer; Caltrans Archaeologist	During site preparation, grading, or excavation (if necessary)							
<b>PF-CR-2 Discovery of Human Remains.</b> If human remains are discovered during site preparation, grading, or excavation, State Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the Los Angeles County Coroner shall be contacted. If the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), who pursuant to California Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At that time, the persons who discovered the remains will contact the Caltrans District 7 Environmental Branch Chief or the District 7 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of California PRC 5097.98 are to be followed as applicable.	Resident Engineer; Caltrans Archaeologist; NAHC	During site preparation, grading, or excavation (if necessary)							
<b>PHYSICAL ENVIRONMENT</b>									
<b>Water Quality and Storm Water Runoff</b>									
<b>PF-WQ-1</b> Prior to commencement of construction activities, the proposed project shall comply with the provisions of the Caltrans <i>National Pollutant Discharge Elimination System</i> (NPDES) Statewide Storm Water Permit (Order No. 2012-0011-DWQ, as amended by Order WQ 2014-0006-EXEC, Order WQ 2014- 0077-DWQ, and Order WQ 2015-0036-EXEC, NPDES No. CAS000003) and the <i>NPDES General Permit for Storm Water Discharges of Stormwater Runoff Associated with Construction Activities</i> (Order No. 2009-0009-DWQ, as amended by 2012-0006- DWQ), and any subsequent permits in effect at the time of construction.	Resident Engineer	Prior to construction							
<b>PF-WQ-2</b> Prior to commencement of construction activities, a Storm Water	Resident Engineer	Prior to							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
Pollution Prevention Plan (SWPPP) shall be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential to impact water quality. It shall be prepared per the requirements stated in the <i>NPDES General Permit for Storm Water Discharges of Stormwater Runoff Associated with Construction Activities</i> and any subsequent permit in effect at the time of construction. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and include the construction site Best Management Practices (BMPs) to control pollutants such as sediment control, catch basin inlet protection, construction materials management and non-storm water BMPs. All construction site BMPs shall follow the latest edition of the Caltrans <i>Project Planning and Design Guide</i> (PPDG) (2016) and Caltrans <i>Construction Manual</i> (2017). These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-storm water BMPs.		construction							
<b>PF-WQ-3</b> Caltrans Project Planning and Design Guide (2016) approved treatment BMPs shall be implemented to the Maximum Extent Practicable (MEP) and documented in the Storm Water Data Report (SWDR), meeting requirements in the Caltrans NPDES Permit and any subsequent permits.	Project Engineer	Prior to construction							
<b>Geology/Soils/Seismic/Topography</b>									
<b>PF-GEO-1 Geotechnical Investigation.</b> During the Plans, Specifications, and Estimates (PS&E) phase, a detailed geotechnical investigation will be conducted by qualified geotechnical personnel to further assess the geotechnical conditions at the project area. The geotechnical investigation will include exploratory borings and cone penetration test soundings to investigate site-specific soils and conditions and to collect samples of subsurface soils for laboratory testing. Those soil samples will be tested to evaluate moisture content and dry density, grain-size distribution, percent passing No. 200 sieve, Atterberg limits, expansion index, corrosivity, consolidation, and direct shear. The project-specific findings and recommendations of the geotechnical investigation will be summarized in a structure foundation report and a geotechnical design report to be submitted to the California Department of Transportation (Caltrans) for review and approval. Those findings and recommendations will be incorporated in the final design of the selected Build Alternative.	Project Engineer	During the PS&E phase and final design							
<b>PF-GEO-2 Slope Protection.</b> Prior to construction, revegetation of graded slopes should be performed to minimize erosion. In addition, slopes along the northbound extent of the Pioneer Boulevard and Norwalk Boulevard undercrossings are recommended to either have slopes of at least 2:1 (horizontal:vertical) or the slopes should be benched or paved to have an adequate factor of safety. Alternatively, a slope stability analysis would be performed per the specifications listed in the Preliminary Geotechnical Report. An engineering geologist would observe all cut slopes during grading to ensure no unforeseen adverse conditions occur.	Resident Engineer	Prior to construction							
	Resident Engineer	During grading							
<b>PF-GEO-3 Soil Settlement and Liquefaction.</b> Surcharge loading in combination with wick drains should be utilized in areas with compressible soils to reduce settlement potential. Embankment	Resident Engineer	Prior to and during construction							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
areas could also be over-excavated and backfilled with lightweight materials. Remedial grading beneath the walls foundation will be required if shallow foundations are considered. In addition, deep foundations may be recommended depending on the results of the site-specific geotechnical investigation (see project feature PF-GEO-1 above). The top 5 feet of existing soil will need to be excavated in areas that will receive embankment fill and retaining walls, and be recompacted to 95 percent relative compaction. All recommendations listed in the <i>Preliminary Geotechnical Report</i> and site-specific geotechnical investigation related to remedial grading, foundations, and earth pressures would be implemented as included in the project specifications.									
<b>Paleontology</b>									
<b>PF-PAL-1</b> Paleontological Mitigation Plan. A Qualified Paleontologist shall prepare a Paleontological Mitigation Plan (PMP) following the guidelines in the California Department of Transportation (Caltrans) Standard Environmental Reference (SER), Environmental Handbook, Volume 1, Chapter 8 – Paleontology (June 2016 or more current) and guidelines developed by the Society of Vertebrate Paleontology (SVP 2010). The PMP shall be prepared concurrently with final design plans during the Plans, Specifications, and Estimates (PS&E) phase.	Qualified Paleontologist	Concurrently with final design plans during the PS&E phase							
<b>Hazardous Waste/Materials</b>									
<b>PF-HAZ-1</b> During construction, excess aerially deposited lead (ADL) contaminated soils require special handling and waste management, especially when disturbed during earthmoving activities. California Department of Transportation (Caltrans) Office of Environmental Engineering will initiate a project-specific ADL site investigation to evaluate whether the excess ADL-contaminated soils generated can be reused within the project limits. If the excess ADL soils cannot be reused within the project limits, the site investigation will also determine whether they are classified as federal or State hazardous waste that requires off-site disposal at a permitted Class I California hazardous waste disposal facility or can be relinquished to the contractor with or without restrictions on use.	Caltrans Office of Environmental Engineering	During the design phase							
<b>PF-HAZ-2</b> During construction, yellow traffic striping and pavement marking materials will be tested for lead and lead chromate. If hazardous materials are discovered, the project specifications will direct the Construction Contractor to remove and properly dispose of any materials in accordance with the Caltrans <i>Construction Manual</i> (July 2017), Chapter 7, Section 7-107, Hazardous Waste and Contamination.	Resident Engineer and Caltrans Office of Environmental Engineering	During construction							
<b>PF-HAZ-3</b> After property acquisition and prior to demolition, structures and bridges that are proposed to be demolished and/or modified within State Route 91 (SR-91) right-of-way (ROW) will be assessed for the possible presence of asbestos-containing materials (ACMs) and lead-based paint (LBP). These studies will be conducted by trained and/or licensed professionals and will comply with the United States Environmental Protection Agency (EPA), the National Emission Standards for Hazardous Air Pollutants (NESHAPs), Title 40 of the Code of Federal Regulations (CFR), the Southern California Air Quality Management District (SCAQMD) Rule 1403, and guidelines from the Department of Housing and Urban Development (HUD) and California Department of Public Health (CDPH). The results of these studies will provide a description of the locations of the	Resident Engineer	After property acquisition and prior to demolition							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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ACMs and LBP; their estimated quantities; and recommendations for their removal, containment, and off-site transportation and disposal.									
<b>PF-HAZ-4</b> Qualified Professionals will complete an ACM and LBP survey on the structures and bridges that were constructed before 1979 during the Plans, Specifications, and Estimates (PS&E) phase. The ACM and LBP study will be conducted by trained and/or licensed professionals and will comply with the EPA, HUD, and CDPH guidelines. The ACM and LBP study report will provide a description of the ACM and LBP locations; the estimated quantities of ACM and LBP; and specific requirements for the removal, containment, and off-site transport and disposal of materials containing ACM and LBP from the acquired properties. The requirements from that study will be included in the project specifications for implementation during project construction.	Caltrans Office of Environmental Engineering	During the PS&E phase							
<b>PF-HAZ-5</b> The Construction Contractor will implement the requirements in the ACM and LBP survey report as included in the project specifications.	Resident Engineer	During construction							
<b>PF-HAZ-6</b> During Plans, Specifications, and Estimates (PS&E), a focused Initial Site Assessment (ISA) will be prepared for all commercial/industrial properties and, based on the focused ISA, a Phase II Site Investigation may be recommended. A Phase II Site Investigation shall be prepared for all commercial/industrial properties proposed for partial or full acquisition, including any necessary highway easements, utility easements, and/or temporary construction easements associated with the property.	Caltrans Office of Environmental Engineering	During the PS&E phase							
<b>PF-HAZ-7</b> During construction, the Construction Contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during project construction activities, the Construction Contractor will be required to cease work in the area and to have a Qualified Professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the Caltrans <i>Construction Manual</i> (July 2017). Adequate protection for construction workers will be provided with the implementation of a Health and Safety Plan and Soil Management Plan.	Resident Engineer; Qualified Professional	During Construction							
<b>PF-HAZ-8</b> Soil sampling for pesticides on any former agricultural parcels will be completed during the PS&E phase. Samples will be collected and analyzed to evaluate the presence or absence of residual organochlorine pesticides and arsenical herbicides. The soil sampling will be conducted in general accordance with DTSC Interim Guidance for Sampling Agricultural Fields for School Sites (August 26, 2002). The performance standard of soil sampling for this measure complies with applicable federal, State, and local regulations regarding the removal, handling, transport, and disposal of soils contaminated with pesticides. The analytical results of the soil sampling will determine the appropriate handling and disposal of the soil.	Resident Engineer	During the PS&E phase							
<b>PF-HAZ-9</b> During construction, the construction contractor will properly dispose of all soils exceeding the criteria for State or federal hazardous waste at an appropriate State-certified landfill facility.	Resident Engineer	During construction							



Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
<b>PF-HAZ-10</b> Caltrans follows regulations adopted by the California Department of Toxic Substances Control (DTSC) when managing treated wood waste (TWW) to prevent releases of hazardous chemical preservatives, scavenging, and harmful exposure to people, aquatic life and animals. During construction, TWW may be handled as a regulated solid waste. TWW may be disposed in a State Water Resources Control Board certified solid waste landfill, rather than a hazardous waste landfill.	Project Engineer	During construction							
<b>PF-HAZ-11</b> Prior to site disturbance activities, the soil beneath transformers that are located over bare soils shall be sampled for polychlorinated biphenyls (PCBs). Soil samples shall be collected using either hand auger or direct-push methodology. The samples will be collected from the upper 6 inches, followed by a 1-foot depth, and then 1-foot intervals thereafter to a total depth not to exceed 4 feet below surface grade (bsg). The soil samples will be analyzed for PCBs using United States Environmental Protection Agency (USEPA) Method 8082.	Project Engineer	Prior to construction							
<b>PF-HAZ-12</b> A preliminary site investigation will be initiated and completed during PS&E on the five properties that will not be fully or partially acquired or used during construction, but are adjacent to the maximum disturbance limits. The preliminary site investigation will assess the presence or absence of impacts associated with the hazardous waste concerns.	Project Engineer	Prior to completion of the PA&ED phase and completed during the PS&E phase							
<b>Air Quality</b>									
<b>PF-AQ-1</b> 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 South Coast Air Quality Management District's (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, earthmoving, 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. Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions. Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used. A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts to existing communities.	Resident Engineer	During construction							
<b>PF-AQ-2</b> Project grading plans will show the duration of construction. Ozone (O3) precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications. All construction equipment will use low sulfur fuel as required by California Code of Regulations (CCR) Title 17, Section 93114.	Resident Engineer	During construction							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
<b>PF-AQ-3</b> All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads. All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize dust emissions during transportation.	Resident Engineer	During construction							
<b>PF-AQ-4</b> The Construction Contractor will adhere to the California Department of Transportation (Caltrans) Standard Specifications for construction in Section 14-9 (2015). Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including Air Pollution Control District and Air Quality Management District regulations and local ordinances.	Resident Engineer	During construction							
<b>PF-AQ-5</b> Should the project geologist determine that asbestos-containing materials (ACMs) are present at the project study area during final inspection prior to construction, the appropriate methods will be implemented to remove ACMs.	Resident Engineer and Caltrans Office of Environmental Engineering	During construction							
<b>PF-AQ-6</b> All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes. To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times. Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited to the extent feasible.	Resident Engineer	During construction							
<b>PF-AQ-7</b> 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.	Resident Engineer	During construction							
<b>Noise</b>									
<b>PF-N-1</b> The control of noise from construction activities shall conform to the California Department of Transportation (Caltrans) Standard Specifications, Section 14-8.02, Noise Control. The nighttime noise level from the contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 A-weighted decibels (dBA) 1-hour A-weighted equivalent continuous sound level (L <sub>eq</sub> (h)) at a distance of 50 feet. In addition, the contractor shall equip all internal combustion engines with a manufacturer-recommended muffler and shall not operate any internal combustion engine on the job site without the appropriate muffler.	Resident Engineer	During construction							
<b>PF-N-2</b> During all project site excavation and grading, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.									
<b>PF-N-3</b> The construction contractor shall locate construction staging areas away from off-site sensitive uses during the later phases of project development.									
<b>PF-N-4</b> The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.									
<b>BIOLOGICAL ENVIRONMENT</b>									
<b>Wetlands and Other Waters</b>									
<b>PF-WET-1</b> Prior to initiation of construction, a permit will be obtained through	Project Engineer	During design							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
the United States Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act. As part of coordination with the USACE, a Letter of Permission (LOP) will be pursued, if appropriate.		phase							
<b>PF-WET-2</b> Prior to initiation of construction, either a Watershed Streambed Alteration Agreement (WSAA; in combination with an LOP) or a Streambed Alteration Agreement (SAA; in combination with an Individual Permit) with the California Department of Fish and Wildlife (CDFW) will be obtained and any specifications in the WSAA or SAA will be implemented.	Project Engineer	During design phase							
<b>PF-WET-3</b> Prior to initiation of construction, a Section 401 Water Quality Certification (Certification) from the Los Angeles Regional Water Quality Control Board (RWQCB) will be obtained and any specifications in the Certification will be implemented.	Project Engineer	During design phase							
<b>PF-WET-4</b> In order to avoid impacts to adjacent jurisdictional drainage features, best management practices (BMPs) to prevent loose soil or pollutants associated with the project from inadvertently entering the drainage features located within and adjacent to the BSA will be implemented. Example BMPs include silt fencing and straw wattle placed in such a manner so as to catch or filter sediment and other construction-related debris to prevent them from eroding into the nearby drainage channels.	Resident Engineer	During construction							
<b>Plant Species</b>									
No mitigation is required.									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
<b>Animal Species</b>									
<p><b>PF-BIO-1 Avoidance of Breeding Season.</b> All vegetation removal shall occur outside of bird nesting season, which is from February 15 to September 1. Should vegetation need to be removed during this period, the District Biologist shall be notified 2 weeks prior to the start of construction to determine whether nesting birds are present. In the event that nesting birds are observed, the Resident Engineer (RE) should stop work until a Qualified Biologist has determined that fledglings have left the nest. If this is not possible, the RE should coordinate with the District Biologist to minimize the risk of violating the Migratory Bird Treaty Act (MBTA). Potential protective measures include establishing a buffer of 150 feet (ft) for songbirds and a buffer of 500 ft for raptors during all phases of construction. Other measures to protect nesting birds include:</p> <ul style="list-style-type: none"> <li>Flagging, stakes, and/or construction fencing will be used to demarcate the inside boundary of the buffer between the project activities and the nest. California Department of Transportation (Caltrans) personnel, including all contractors working on site, will be instructed on the sensitivity of the area. Caltrans will document the results of the recommended protective measures described above to demonstrate compliance with applicable State and federal laws pertaining to the protection of birds.</li> <li>The Biological Monitor will be present on site during all clearing and grubbing of vegetation to ensure that these activities remain within the project footprint (i.e., outside the demarcated buffer); to ensure that the flagging/stakes/fencing is being maintained; and to minimize the likelihood that active nests are abandoned or fail due to project construction activities. The Biological Monitor will send weekly monitoring reports to Caltrans and will notify Caltrans immediately if project activities take, possess, or needlessly destroy any active bird nests or eggs of species. Caltrans will notify the United States Fish and Wildlife Service (USFWS)/California Department of Fish and Wildlife (CDFW) within 48 hours if damage to an active nest or eggs or death or injury of birds protected under State law or the MBTA is observed.</li> </ul>	Resident Engineer	Prior to construction							
	Resident Engineer	Two weeks prior to the start of construction (if necessary)							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
<b>PF-BIO-2 Nighttime Exit Counts and Acoustic Surveys.</b> Nighttime exit counts and acoustic surveys shall be performed by a Qualified Bat Biologist at all structures that contain suitable bat-roosting habitat and that may be subject to project-related impacts. These surveys shall be performed within 2 weeks prior to commencement of construction activities in order to provide adequate time for mitigation planning.	Qualified Bat Biologist	Two weeks prior to the start of construction							
<b>PF-BIO-3 Avoidance of Bat Roosts.</b> Upon confirmation of the presence of bats, construction shall avoid structures where bat day and night roosts have been confirmed to the maximum extent feasible. Where maternity roosting has been confirmed, demolition and pile-driving activities shall avoid the recognized bat maternity season (April 1–August 31) to prevent potential mortality of flightless young bats.	Qualified Bat Biologist; Resident Engineer	During construction (if necessary)							
<b>PF-BIO-4 Avoidance of Maternity Colonies.</b> Upon confirmation of the presence of bats, construction activities at structures housing maternity colonies shall be coordinated with a Qualified Bat Biologist and the CDFW.	Qualified Bat Biologist; Resident Engineer	During construction (if necessary)							
<b>PF-BIO-5 Humane Bat Eviction.</b> Upon confirmation of the presence of bats, if direct impacts to bat-roosting habitat are anticipated, humane evictions and exclusions of roosting bats shall be performed under the supervision of a Qualified Bat Biologist in the fall (September or October) prior to any work activities that would result in direct impacts or direct mortality to roosting bats, unless otherwise approved in coordination with CDFW. This action will be performed in coordination with the CDFW. To avoid potential mortality of flightless juvenile bats, evictions and exclusions of bats cannot be performed during the maternity season (April 1–August 31). Winter months (December–February) are also inappropriate for bat eviction because not all individuals in a roost will emerge on any given night and long-distance movements to other roost sites are more difficult during the winter when prey availability is scarce, resulting in high mortality rates of evicted bats.	Qualified Bat Biologist; Resident Engineer	During construction (if necessary)							
<b>PF-BIO-6 Installation of Alternate Roosting Habitat.</b> Upon confirmation of the presence of bats, if permanent, direct impacts to bat-roosting habitat are anticipated and a humane eviction/exclusion is performed, alternate roosting habitat shall be provided to ensure no net loss of bat-roosting habitat. This alternate roosting habitat should be installed on the structure prior to the eviction/exclusion of bats from that structure. This action shall be coordinated with the CDFW and a Qualified Bat Biologist to ensure that the installed habitat will provide adequate mitigation for impacts.	Qualified Bat Biologist; Resident Engineer	During construction (if necessary)							
<b>PF-BIO-7 Night Lighting During Construction.</b> At structures where night roosting is suspected or confirmed, work shall be limited to the daylight hours to the greatest extent feasible to avoid potential disruption of night foraging. If night work cannot be avoided, night lighting shall be focused only on the area of direct work, airspace access to and from the roost features of the structure shall not be obstructed, and light spillover into the adjacent foraging areas shall be minimized to the greatest extent feasible.	Qualified Bat Biologist; Resident Engineer	During construction (if necessary)							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
<b>PF-BIO-8 Avoidance of Foliage-Roosting Bats.</b> Foliage-roosting bat species such as western yellow bats and hoary bats may roost in trees throughout the biological study area (BSA). If mature ornamental trees (particularly palm trees) are removed or trimmed for project construction, measures should be implemented to avoid direct mortality to tree-roosting bats. To reduce potential impacts to tree-roosting bats, tree trimming/removal activities shall be performed outside the bat maternity season (April 1–August 31) to avoid direct impacts to flightless young bats that may roost in trees within the BSA. This period also coincides with the bird nesting season of March 15–September 15.	Resident Engineer	During construction							
<b>PF-BIO-9 Biological Monitoring by a Bat Specialist.</b> A Qualified Biologist shall monitor construction activities near suitable bat-roost structures and tree removal/tree trimming during the bat maternity season (April 1–August 31). If bats are encountered, activities shall halt and remain halted until (a) the roost is confirmed to have been vacated by a Qualified Biologist or (b) a Qualified Biologist has coordinated with the CDFW to develop alternative measures up to and including bat removal from the structure(s) or tree(s).	Qualified Biologist and Resident Engineer	During construction							
<b>PF-BIO-10 Access to Bat-Roosting Habitat.</b> If bird exclusion netting is installed to prevent birds from nesting on the bridge, care should be taken to ensure that access to the bat-roosting habitat is not obstructed. The bird exclusion netting shall have a mesh size no greater than ½ inch by ½ inch to prevent potential entrapment of bats in the netting.	Qualified Biologist and Resident Engineer	During construction							
<b>PF-BIO-11 Inspection of Swallow Nests.</b> If swallow nests are removed to prevent swallows from nesting in the project area during construction activities, the nests should be inspected for roosting bats and removed in the fall (September or October) in a manner that ensures they do not fall to the ground before lack of occupancy has been established. To avoid mortality by diurnal predators, any bats discovered in removed nests will need to be either housed in temporary shelters by a Qualified Bat Biologist and released that evening on site or, with the approval of the CDFW, released immediately into one of the previously existing or alternative bat roosts installed on site.	Qualified Bat Biologist; Resident Engineer	During construction							
<b>PF-BIO-12 Best Management Practices During Construction.</b> All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas will be located to prevent runoff from any spills or other discharge from entering waters of the United States.	Resident Engineer	During construction							
<b>Invasive Species</b>									
<b>PF-BIO-13 Plant Removal.</b> Any plants removed or soil disturbed during the course of construction should be contained and properly disposed of off the site. The project will also adhere to City tree removal requirements.	Resident Engineer	During construction							
<b>PF-BIO-14 Prevention of the Spread of Invasive Species.</b> All mulch, topsoil, seed mixes, or other plantings used during landscaping activities and erosion-control best management practices (BMPs) implemented will be free of invasive plant species seeds or propagules. No vegetation listed on the California Invasive Plant Council (Cal-IPC) Invasive Plant Inventory will be installed on the proposed project. All plant palettes proposed for the project will	Qualified Biologist and Landscape Architect	During the PS&E phase							

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
be reviewed by a Qualified Biologist during the Plans, Specifications, and Estimates phase. The project will also adhere to City tree planting requirements.									

## **Appendix E** List of Acronyms

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°F	degrees Fahrenheit
µin/sec	micro-inches per second
µPa	micropascals
AADT	annual average daily traffic
AB	assembly bill
AB 52	Assembly Bill 52
ac	acre/acres
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
ADL Agreement	Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils
ADT	average daily traffic
amsl	above mean sea level
APE	Area of Potential Effects
AQMP	Air Quality Management Plan
AR4	Intergovernmental Panel on Climate Change Fourth Assessment Report
CARB	California Air Resources Board
CTC	California Transportation Commission



ASR	Archaeological Survey Report
BAU	business-as-usual
BCC	Birds of Conservation Concern
bgs	below ground surface
BLM	Bureau of Land Management
BMP	best management practice
BSA	biological study area
CAA	Clean Air Act
CAAQS	California ambient air quality standards
CAD	Computer-Aided Design
CAFE	Corporate Average Fuel Economy
Cal/OSHA	California Division of Occupational Safety and Health Administration
CAL3QHC	CALINE3 plus Highway Capacity Manual queuing algorithms
CalEPA	California Environmental Protection Agency
California Register	California Register of Historical Resources
CALINE3	California Line Source Dispersion Model, version 3
CALINE4	California Line Source Dispersion Model, version 4
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CBO	Congressional Budget Office

CCAA	California Clean Air Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CCTV	closed-circuit television
CDFW	California Department of Fish and Wildlife
CDPH	California Department of Public Health
CE	Categorical Exclusion
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Policy Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
Certification	Section 401 Water Quality Certification
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGP	Construction General Permit
CGS	California Geological Survey
CH <sub>4</sub>	methane
CHL	California Historical Landmarks
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System

CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CO-CAT	Coastal and Ocean Working Group of The California Climate Action Team
COZEEP	Construction Zone Enhanced Enforcement Program
CPHI	California Points of Historical Interest
CRHR	California Register of Historical Resources
CSS	coastal sage scrub
CT-EMFAC	Caltrans Emissions Factors Model
CTP	California Transportation Plan
CWA	Clean Water Act
dB	decibel(s)
dBA	A-weighted decibel(s)
dBA L <sub>eq</sub>	equivalent continuous sound level measured in A-weighted decibels
Degradation Action Plan	<i>California High-Occupancy Vehicle Lane Degradation Action Plan</i>
DP-30	Caltrans Director's Policy 30
DSA	Disturbed Soil Area
DTSC	California Department of Toxic Substances Control

DWR	Department of Water Resources
EMFAC	California Emission Factor Model
EMFAC2014	ARB Emissions Factor Model 2014
EO	executive order
EO 11990	Executive Order for the Protection of Wetlands
EPA	United States Environmental Protection Agency
EPACT92	The Energy Policy Act of 1992
ECR	Environmental Commitments Record
EW	Existing Wall
Feasibility Study	SR-91/I-605/I-405 Congestion Hot Spots Feasibility Study
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
ft	foot/feet
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GCCOG	Gateway Cities Council of Governments
GHG	greenhouse gas
GP	General Plan

Guidance	<i>Guidance for Preparers of Cumulative Impact Analysis</i>
Guidelines	Section 404 (b)(1) Guidelines
GWP	Global Warming Potentials
H&SC	Health and Safety Code
H <sub>2</sub> S	hydrogen sulfide
HA	Hydrologic Area
HCM	Highway Capacity Manual
HDM	Highway Design Manual
HEI	Health Effects Institute
HHS	United States Department of Health and Human Services
HOV	high-occupancy vehicle
HPSR	Historic Property Survey Report
HR	Hydrologic Region
HRER	Historical Resources Evaluation Report
HRI	California Historic Resources Inventory
HSA	Hydrologic Sub-Area
HSC	Health and Safety Code
HU	Hydrologic Unit
HUD	Department of Housing and Urban Development
Hz	hertz
I-110	Interstate 110
I-215	Interstate 215

I-405	Interstate 405
I-5	Interstate 5
I-605	Interstate 605
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
IS	Initial Study
IS/EA	Initial Study/Environmental Assessment
ISA	Initial Site Assessment
ITS	Intelligent Transportation Systems
kHz	kilohertz
LACM	Natural History Museum of Los Angeles County
LBP	lead-based paint
LCFS	low carbon fuel standard
$L_{dn}$	day-night level
LEDPA	least environmentally damaging practicable alternative
$L_{eq}$	equivalent continuous sound level
$L_{eq}(h)$	1-hour A-weighted equivalent sound level
$L_{max}$	maximum instantaneous sound level
LOP	Letter of Permission
LOS	level of service
LOTB	Log of Test Borings

L <sub>xx</sub>	percentile-exceeded sound level
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
mg/l	milligrams per liter
mi	mile/miles
MLD	Most Likely Descendant
MMTCO <sub>2e</sub>	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MOVES	Motor Vehicle Emission Simulator
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
N/A	not applicable
N <sub>2</sub> O	nitrous oxide
NAAQS	national ambient air quality standards
NAC	Noise Abatement Criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NB	noise barrier

NEPA	National Environmental Policy Act
NES (MI)	Natural Environment Study (Minimal Impacts)
NESHAPs	National Emission Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NISZ	Newport-Inglewood Structural Zone
NO <sub>2</sub>	nitrogen dioxide
NOAA	National Oceanic and Atmosphere Administration
NOAA Fisheries Service	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
Noise Protocol	<i>Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects</i>
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSR	Noise Study Report
O <sub>3</sub>	ozone
OHP	State Office of Historic Preservation
OHWM	ordinary high water mark
OMB	White House Office of Management and Budget
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Act



OSTP	Office of Science and Technology Policy
PA	Programmatic Agreement
PA&ED	Project Approval and Environmental Documentation
PAC	Public Awareness Campaign
PCBs	polychlorinated biphenyls
PDT	Project Development Team
PGA	peak ground acceleration
PIR/PER	Paleontological Identification Report and Paleontological Evaluation Report
PM	post mile
PM	particulate matter
PM <sub>10</sub>	particulate matter less than 10 microns in size
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in size
PMP	Paleontological Mitigation Plan
POAQC	project of air quality concern
Porter-Cologne Act	California Porter-Cologne Water Quality Control Act
ppm	parts per million
PPV	peak particle velocity
PQS	Professionally Qualified Staff
PRC	Public Resources Code
project	Westbound State Route 91 Improvement Project

Protocol	Caltrans Transportation Project-Level Carbon Monoxide Protocol
PS&E	Plans, Specifications, and Estimates
PSR/PDS	Project Study Report/Project Development Support
PUC	Public Utilities Commission
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gas
ROW	right-of-way
RPW	relatively permanent water
RSA	Resource Study Area
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
Safeguarding California Plan	<i>Safeguarding California: Reducing Climate Risk</i>
SB	senate bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center

SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
Sea-Level Rise Assessment Report	<i>Sea-Level Rise for the Coasts of California, Oregon, and Washington</i>
SER	Standard Environmental Reference
SF <sub>6</sub>	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SLR Guidance	<i>State of California Sea-Level Rise Interim Guidance Document</i>
SO <sub>2</sub>	sulfur dioxide
SOV	single-occupancy vehicle
SPL	sound pressure level
sq mi	square mile/square miles
SR-14	State Route 14
SR-22	State Route 22
SR-60	State Route 60
SR-91	State Route 91
SSC	California Species of Special Concern
SVOC	Semi-Volatile Organic Compound
SWDR	Storm Water Data Report

SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCE	temporary construction easement
TCEP	Trae Corridor Enhancement Program
TCWG	Transportation Conformity Working Group
TDM	Transportation Demand Management
TDS	Total Dissolved Solids
TeNS	<i>Technical Noise Supplement</i>
TIP	transportation improvement plan
TMDL	total maximum daily load
TMP	Transportation Management Plan
TMP	<i>Traffic Management Plan</i>
TNM	Traffic Noise Model
TNM 2.5	Traffic Noise Model Version 2.5
TNW	traditional navigable water
TSCA	Toxic Substances Control Act
TSM	Transportation Systems Management
TWW	treated wood waste
U.S. EPA	United States Environmental Protection Agency

Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Act of 1970
USA	Underground Service Alert Southern California
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VAU	Visual Assessment Unit
VAU1	Visual Assessment Unit 1
VdB	vibration velocity decibels
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
VOC	volatile organic compound
vplph	vehicles per lane per hour
VRP	Visibility Reducing Particles
waters of the U.S.	waters of the United States
WDR	Waste Discharge Requirements
WPCP	Water Pollution Control Program
WSAA	Watershed Streambed Alteration Agreement

## **Appendix F** List of Technical Studies

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The technical studies listed below were used in the preparation of this Initial Study/ Environmental Assessment.

- *Aerially Deposited Lead Site Investigation Report*. 2014. Prepared by Stantec Consulting Services, Inc.
- *Air Quality Analysis*. April 2018. Prepared by LSA Associates, Inc.
- *Archaeological Survey Report*. April 2018. Prepared by LSA Associates, Inc.
- *Community Impact Assessment*. March 2018. Prepared by GPA Consulting.
- *Energy Technical Report*. September 2017. Prepared by GPA Consulting.
- *Historic Property Survey Report*. April 2018. Prepared by GPA Consulting.
- *Historical Resources Evaluation Report*. April 2018. Prepared by GPA Consulting.
- *Jurisdictional Delineation Report*. September 2017 and 2018 errata. Prepared by LSA Associations, Inc.
- *Location Hydraulic Study/Summary Floodplain Encroachment Report*. January 2018. Prepared by Michael Baker International.
- *Natural Environment Study (Minimal Impacts)*. September 2017 and 2018 errata. Prepared by LSA Associates, Inc.
- *Noise Abatement Decision Report*. November 2018. Prepared by LSA Associates, Inc.
- *Noise Study Report*. May 2018. Prepared by LSA Associates, Inc.
- *Paleontological Identification Report and Paleontological Evaluation Report*. August 2017 and 2018 errata. Prepared by LSA Associates, Inc.
- *Phase I Initial Site Assessment*. June 2018. Prepared by Michael Baker International.
- *Preliminary Geotechnical Materials Report*. April 2018. Prepared by Earth Mechanics, Inc.
- *Preliminary Geotechnical Report*. February 2018. Prepared by SCST, Inc.
- *Preliminary Site Investigation for Hazardous Waste*. March 2018. Prepared by The Sanberg Group, Inc.
- *Relocation Impact Report*. November 2018. Prepared by Michael Baker International.
- *Storm Water Data Report*. August 2018. Prepared by Michael Baker International.

- *Traffic Operations Analysis Report*. June 2018. Prepared by Cambridge Systematics, Inc.
- *Utility Impacts and Relocation Report*. May 2018. Prepared by WKE.
- *Visual Impact Assessment*. January 2018. Prepared by Michael Baker International.
- *Water Quality Assessment Report*. November 2017. Prepared by Michael Baker International.

## **Appendix G Responses to Comments**

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As required by the California Environmental Quality Act Guidelines Section 15087 a Notice of Availability of the Draft Initial Study/Environmental Assessment for the Westbound State Route 91 Improvement Project was published as a display ad in the *Long Beach Press-Telegram* (July 18, 2018), *Gateway Guardian* (July 19, 2018), *La Opinión*<sup>1</sup> (July 25, 2018), *World Journal*<sup>2</sup> (*Chinese Daily News*) (July 25, 2018), *Los Cerritos Community News* (July 27, 2018), and the *Norwalk Patriot* (July 27, 2018). The Draft Initial Study/Environmental Assessment was circulated for public review for a period of 30 days, from July 18, 2018, to August 16, 2018. Copies of the Draft Initial Study/Environmental Assessment were distributed to the State Clearinghouse, the Governor's Office of Planning and Research (15 copies of Summary Form), and other federal, State, and local agencies. Copies of the Draft Initial Study/Environmental Assessment were available for public review at the California Department of Transportation (Caltrans) District 7, the Artesia Library, and the Cerritos Library. The Draft Initial Study/Environmental Assessment was also made available online at the Caltrans District 7 website and the Los Angeles County Metropolitan Transportation Authority (Metro) website. A copy of the distribution list for the Draft Initial Study/Environmental Assessment is provided in Chapter 6 of this Final Initial Study/Environmental Assessment.

As outlined in the Federal Highway Administration (FHWA) Guidance for Preparing and Processing Environmental and Section 4(f) Documents, Technical Advisory T 6640.8A, Section H, following the public availability period, the Environmental Assessment should be revised or an attachment provided, as appropriate, to (1) reflect changes in the proposed action or mitigation measures resulting from comments received on the Environmental Assessment or at the public hearing (if one is held) and any impacts of the changes, (2) include any necessary findings, agreements, or determination (e.g., wetlands, Section 106, Section 4(f)) required for the proposal, and (3) include a copy of pertinent comments received on the Environmental Assessment and appropriate responses to the comments.

Forty-two (42) comment letters on the Draft Initial Study/Environmental Assessment were received during the public review period and 5 comments were submitted after

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<sup>1</sup> The public notice was provided in Spanish.

<sup>2</sup> The public notice was provided in Chinese.



the public review period for a total of 47 comment letters. Comments were received from federal, State agencies, and local agencies, organizations and businesses, and private citizens. The 47 comment letters include 13 public comments that were recorded by a court reporter during the public hearings for the project held on August 1 and August 2, 2018. Substantive comments that relate to environmental issues are thoroughly addressed. In some cases, corrections to the Draft Initial Study/ Environmental Assessment are required or additional information is provided for clarification purposes. However, some of the comments do not present substantive environmental issues or they request the incorporation of additional information in the Draft Initial Study/Environmental Assessment that is not relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the California Environmental Quality Act Guidelines.

Section 15088 of the *State California Environmental Quality Act Guidelines*, Evaluation of and Responses to Comments, states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft Initial Study/ Environmental Assessment and shall prepare a written response. The lead agency shall respond to comments received during the noted comment period and any extensions and may respond to late comments.
- b) The lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.
- c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the project to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.
- d) The Responses to Comments may take the form of a revision to the Draft Initial Study/Environmental Assessment or may be a separate

section in the final Initial Study/Environmental Assessment. Where the Responses to Comments makes important changes in the information contained in the text of the Draft Initial Study/Environmental Assessment, the lead agency should either:

1. Revise the text in the body of the Initial Study/Environmental Assessment; or
2. Include marginal notes showing that the information is revised in the Responses to Comments.

No significant changes have been made to the information contained in the Draft Initial Study/Environmental Assessment as a result of the responses to comments, and no significant new information has been added. Therefore, this Responses to Comments document is being prepared as a separate appendix of the Initial Study/Environmental Assessment for consideration by Caltrans prior to its approval of a Negative Declaration under the California Environmental Quality Act (CEQA) and a Finding of No Significant Impact under the National Environmental Policy Act (NEPA).

## **G.1 Index of Comments Received**

Table H-1 provides an index of the list of the agencies, groups, and persons who submitted comments on the Draft Initial Study/Environmental Assessment.

The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment has been organized into one of the following six categories: (1) Federal Agencies (2) State Agencies, (3) Local Agencies, (4) Interested Parties, (5) Comment cards received during the public hearing, and (6) Public Hearing Transcripts.

This division is the basis for the numbering of each comment. Each commenter has been assigned a numbered code. This numbered code is combined with sequential numbering for each comment. For example, Comment F-1-1 refers to the first comment in the letter from the Federal Emergency Management Agency.

**Table H-1 Comment Letters Received During Public Comment Period**

<b>Letter</b>	<b>Name</b>	<b>Date</b>
F-1	Federal Emergency Management Agency	July 23, 2018
F-2	United States Environmental Protection Agency	August 16, 2018
S-1	Governor's Office of Planning and Research	August 17, 2018
L-1	County of Los Angeles Fire Department	August 14, 2018
L-2	County of Los Angeles Fire Department	August 22, 2018
IP-1	Phil Cunneen	August 16, 2018
IP-2	Ana Ananda	August 14, 2018
IP-3	Debra Thomas, Cerritos Villas Homeowners Association	August 20, 2018
IP-4	Nancy Beach	August 20, 2018
IP-5	Marty Simonoff	August 2, 2018
CC-1	Gerald Soto	August 1, 2018
CC-2	Sophia Tse	August 1, 2018
CC-3	Gilberto Villanueva	August 1, 2018
CC-4	Jaice Vu	August 1, 2018
CC-5	Paula Eagleman	August 1, 2018
CC-6	Jim Jang	August 1, 2018
CC-7	Jaice Vu	August 1, 2018
CC-8	Patricia Powers	August 1, 2018
CC-9	Paterno Cabebe	August 1, 2018
CC-10	James D. Bughes	August 1, 2018
CC-11	S. Ta	August 1, 2018
CC-12	Hugh C. Villegas	August 1, 2018
CC-13	George Shy	August 1, 2018
CC-14	Bloomfield and 91 Housing Complex	August 1, 2018
CC-15	Celia Hernandez	August 2, 2018
CC-16	Kyunghee Shon	August 2, 2018
CC-17	Monica White	August 2, 2018
CC-18	Omar Scott	August 11, 2018
CC-19	Ana and Eric Lizarraga	August 11, 2018
CC-20	Alfred Mendoza	August 11, 2018
CC-21	Antonio Mendoza	August 11, 2018
CC-22	Honorable Letty Mendoza	August 11, 2018
CC-23	Debra Gomez	August 20, 2018
CC-24	Robert Gray	August 2, 2018
T-1	James Nieuwdorp	August 1, 2018
T-2	Dixie Primosch	August 1, 2018
T-3	Anonymous Speaker	August 1, 2018
T-4	Hugh C. Villegas	August 1, 2018
T-5	Reyna Reynoso	August 1, 2018
T-6	James Yee	August 1, 2018
T-7	Ana Ananda	August 1, 2018
T-8	Sally Flowers	August 2, 2018
T-9	Leticia Mendoza	August 2, 2018
T-10	Tony Mendoza	August 2, 2018
T-11	Alicia Mondragon	August 2, 2018
T-12	Joselyn Ayala	August 2, 2018
T-13	Aniceto Tajasso	August 2, 2018

## **G.2 Comments from Federal Agencies**

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U.S. Department of Homeland Security  
 FEMA Region IX  
 1111 Broadway, Suite 1200  
 Oakland, CA. 94607-4052



July 23, 2018

Jinous Saleh, Senior Environmental Planner  
 CalTrans Division of Environmental Planning-Westbound SR-91  
 100 South Main Street MS 16A  
 Los Angeles, California 90012

Dear Ms. Saleh:

This is in response to your request for comments regarding State of California Department of Transportation, District 7, Notice of Intent to Adopt Negative Declaration and Notice of Availability, Initial Study/Environmental Assessment – Westbound SR-91 (between Shoemaker Avenue and I-605 Interchange) Improvement Project.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the County of Los Angeles (Community Number 065043), Maps revised April 4, 2018. Please note that the County of Los Angeles, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65. F-1-1

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM; any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Jinous Saleh, Senior Environmental Planner

Page 2

July 23, 2018

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

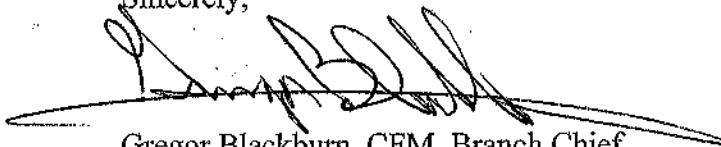
**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Los Angeles County floodplain manager can be reached by calling Pat Wood, Senior Civil Engineer, at (626) 458-6131.

F-1-2

If you have any questions or concerns, please do not hesitate to call Brian Trushinski of the Mitigation staff at (510) 627-7183.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
Floodplain Management and Insurance Branch

cc:

Pat Wood, Senior Civil Engineer, Los Angeles County, CA

Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,  
Southern Region Office

Brian Trushinski, NFIP Planner, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

## **G.2.1 F-1 – Federal Emergency Management Agency**

### ***F-1-1***

The current effective countywide Flood Insurance Rate Maps for the Study Area have been reviewed. Additionally, the National Flood Insurance Program requirements, as described in Vol. 44 Code of Federal Regulations (44 Code of Federal Regulations), Sections 59 through 65 have been reviewed and the project complies with these requirements, as applicable.

As described in Section 2.0 on page 2-2 of the Initial Study/Environmental Assessment, there will be no effect on hydrology and floodplain because the project is not within the 100-year base flood zone.

### ***F-1-2***

The commenter's reference to information on local floodplain management building requirements is acknowledged; however, these building requirements do not apply to the project. As described in Section 2.0 on page 2-2 of the Initial Study/Environmental Assessment, there will be no effect on hydrology and floodplain because the project is not within the 100-year base flood zone.



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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street  
San Francisco, CA 94105-3901

August 16, 2018

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

Subject: Draft Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the Westbound SR-91 Improvement Project (between Shoemaker Avenue and the I-605 Interchange), Los Angeles County, California

Dear Mr. Kosinski:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act. EPA provides the following comments and recommendations to assist the California Department of Transportation (Caltrans) in determining whether a "Finding of No Significant Impact" will result at the completion of the Environmental Assessment (EA) process.

**Air Quality**

The proposed project would take place in federal nonattainment area for 8-hour ozone (extreme), 24-hour PM<sub>2.5</sub> (moderate), annual PM<sub>2.5</sub> (moderate), and lead. It would also be located within a maintenance area for nitrogen dioxide and carbon monoxide. EPA understands that this project is not a project of air quality concern (POAQC); however, given the air quality implications of introducing additional traffic in an area highly affected by ambient air pollution, it is important that the EA clearly describe all potential air quality impacts associated with the project and identify means to reduce those impacts.

F-2-1

Tables 2.12.4 and 2.12.5, which provide traffic volume estimates under the build and no build scenarios, indicate that truck ADT would increase at various roadway segments under the build scenario in 2024. One segment would experience a 3.7% decrease in truck ADT. In 2044, all roadway segments would experience an increase in truck ADT, with the segment on northbound I-605 experiencing an 11% increase in truck ADT (p. 2.12-19). The Draft EA concludes that, based on these traffic forecasts, the project would not substantially change truck volumes (p. 2.12-28). It notes that "while some segments could experience a very small increase in truck percentage (0.1%), other segments would experience a decrease in truck percentage due to a proportionally larger increase in shifted auto volumes as compared to truck volumes" (p. 2.12-29). The document does not provide details regarding the anticipated increases in truck traffic at certain roadway segments, such as the 11% increase in truck ADT anticipated on northbound I-605 in 2044. Criteria pollutant and MSAT emissions included in tables 2.12.11 and 2.12.12 indicate either slight decreases or no change in emissions under the build compared to the no build scenario in years 2024 and 2044, with the exceptions of PM<sub>10</sub> and PM<sub>2.5</sub> emissions, which would increase slightly (p. 2.12-31).

F-2-2

***Recommendations:***

- In the Final EA, provide a more detailed discussion on the projected increases in truck traffic along segments of the SR-91 and I-605, and identify mitigation measures that could reduce impacts from truck activity in areas most affected by the proposed project. F-2-3
- Include a more detailed explanation of the expected emissions reductions included in tables 2.12.11 and 2.12.12. In the air quality chapter of the Final EA, elaborate on the expected relationship between reduced congestion and increased truck ADT over the course of the project timeline, noting if and when congestion at various roadway segments is expected to improve and/or worsen over time as ADT increases. F-2-4

***Sensitive Receptors***

Section 2.12.2.3 of the Draft EA states that most sensitive receptors near the proposed project are residential uses and schools, and lists four schools that are located in the project area. The Draft EA does not provide information about the process that was used to identify sensitive receptors near the project area, nor does it indicate whether other sensitive receptors (e.g., daycares, senior centers, health care facilities, etc.) are located in or near the project area.

***Recommendations:***

- Conduct a more thorough survey of sensitive receptors located near the project area, and disclose of all identified sensitive receptors in the Final EA. Consider including a map that illustrates where each sensitive receptor is located in relation to the proposed project.
- Describe any measures that would be taken to minimize impacts to sensitive receptors. For example, consider locating construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners. F-2-5

**Project Scope and Independent Utility**

The proposed project would add a general purpose lane on westbound SR-91 between Shoemaker Avenue and the I-605. According to the Draft EA, the western portion of the project area would end on the I-605 near Alondra Boulevard. Scoping materials received from Caltrans for the I-605 Corridor Improvement Project, which proposes to add capacity to the I-605, state that the I-605 project would span roughly 16 miles beginning just north of Alondra Boulevard and ending near Ramona Boulevard north of I-10. The I-605 Corridor Improvement Project is not mentioned in the Draft EA for this project. The Draft EA also does not appear to discuss additional planned, or ongoing, improvements along SR-91.

***Recommendations:***

- Confirm that decisions made for the Westbound SR-91 Improvement Project would not restrict the range of alternatives that can be considered for the I-605 Corridor Improvement Project or other planned improvements near the project area.
- Please discuss other potential planned, or ongoing, improvements along SR-91 and I-605 and how they relate to the current project. If other planned improvements are determined to be connected actions, please include the anticipated impacts from such projects in the Final EA. Please include all reasonably foreseeable projects in the cumulative impact analysis. F-2-6

**Alternatives Analysis**

The Draft EA states that the TSM/TDM Alternative was eliminated from consideration because it would not satisfy the project's purpose and need. Page 1-35 lists TSM/TDM features that could potentially be incorporated into the build alternative, such as improved ramp-metering, upgraded traffic signals, and Intelligent Transportation Systems elements.

F-2-7

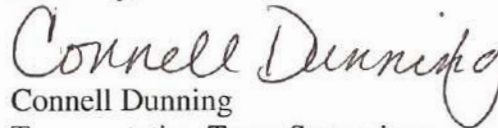
***Recommendation:***

In the Final EA, include a commitment to incorporate TSM/TDM features within the build alternative in order to reduce the project's environmental impacts.

We appreciate the opportunity to review this Draft EA and are available to discuss our comments. Please send one hard copy and one electronic copy of the Final EA when it becomes available to this office at the address above (mail code ENF-4-2). If you have any questions, please contact Morgan Capilla, the lead reviewer for this project, at 415-972-3504 or [capilla.morgan@epa.gov](mailto:capilla.morgan@epa.gov).

F-2-8

Sincerely,



Connell Dunning  
Transportation Team Supervisor  
Environmental Review Section

Electronic copy:

Brenda Powell-Jones, Caltrans headquarters  
Kelly Dunlap, Caltrans District 7 Environmental Coordinator  
Jinous Saleh, Caltrans District 7

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## **G.2.2 F-2 - United States Environmental Protection Agency**

### **F-2-1**

This comment states that the Environmental Assessment should clearly describe all air quality impacts and identify means to reduce those impacts. Please see responses to F-2-4 and F-2-5 below.

### **F-2-2**

As noted in the comment, Tables 2.12.4 and 2.12.5 show the forecasted increase in overall Average Daily Traffic and truck traffic with the project. The primary reason for increases in either auto or truck traffic along State Route 91 is the increase in capacity due to the proposed additional westbound traffic lane as well as the improved traffic operating conditions that will occur along State Route 91 in the project area. The improved freeway operations and increased capacity will attract trips that are currently made on parallel routes, including arterial roadways and other freeways. Because the length of the project is relatively short, it is not expected that new travel would be induced or new automobile or truck trips would be made as a result of the project, but some trips will divert to State Route 91 to take advantage of the improved operations as a result of the higher peak-hour speeds and also as a result of the expected reduction in delay. The forecasted increases in truck traffic along State Route 91 are generally equal to or less than the forecasted increased in overall traffic, and range from a reduction of 3.7 percent on one segment up to an increase of 4.9 percent in 2024, and range from a 1.7 percent increase to a 5.8 percent increase (varies by segment) in 2044 along State Route 91. The projected truck traffic increases along State Route 91 are generally lower than the overall traffic increases predicted along State Route 91 due to the project.

The one freeway segment that is shown in Table 2.12.5 (year 2044) to experience a larger increase in Average Daily Traffic truck traffic is Interstate 605 north of the State Route 91 westbound on-ramp connection, but only in 2044. The data in table 2.12.4 (for opening year) shows a less than one percent change in Average Daily Traffic truck traffic between the no build and build scenarios. The Average Daily Traffic truck data in table 2.12.5 was rechecked against the Southern California Association of Governments model and it was found that the model predicts no change in Average Daily Traffic truck volumes between no-build and build in 2044 as well as 2024 opening year for this segment of Interstate 605 northbound. The data in the final row of Table 2.12.5 was reported in error and is not correct. Based on a review of the Southern California Association of Governments truck model, there is

actually no predicted increase in trucks under the build scenario for 2044 on Interstate 605. The Average Daily Traffic flows in Table 2.12.5 for the segment “Northbound Interstate 605 North of Westbound State Route 91 On-ramp” have been corrected as follows:

- Total Average Daily Traffic No Build: change from 155,700 to 154,900
- Total Average Daily Traffic Build: change from 157,200 to 155,100 (equivalent to less than one percent change in total Average Daily Traffic due to the project)
- Truck Average Daily Traffic No Build: change from 14,800 to 21,800 (note this includes all Heavy Duty Trucks as defined in the Southern California Association of Governments model)
- Truck Average Daily Traffic Build: change from 16,450 to 21,800 (no increase in truck volume due to the project in 2044)

The corrected data for 2044 are consistent with the reported negligible increase in truck Average Daily Traffic for 2024 of less than one percent. This corrected finding also reflects the project characteristics and the fact that the project does not change the capacity or operational characteristics of northbound Interstate 605 mainline; thus, there would be no incentive for trucks to divert to this route as a result of the project. In addition, the reported Average Daily Traffic values in Tables 2.12.4 and 2.12.5 were not used for any traffic or air quality analysis and were intended as informational only. Thus, the criteria pollutant and emissions results in Tables 2.12.11 and 2.12.12 for Interstate 605 are correct as they were based on separate model forecasts for the peak hours and were not based on the incorrect Average Daily Traffic that was reported in Table 2.12.5 in the Draft Initial Study/Environmental Assessment.

**F-2-3**

Please see response to F-2-2 above.

**F-2-4**

A more detailed explanation was added to Section 2.12.3.2, Permanent Impacts, in the Initial Study/Environmental Assessment. The following text was added, “As shown in Tables 2.12.4 and 2.12.5, an overall increase in total Average Daily Traffic and truck Average Daily Traffic is expected with the project. The primary reason for increases in either auto or truck traffic along State Route 91 is the increase in capacity due to the proposed additional westbound traffic lane as well as the improved traffic

operating conditions that will occur along State Route 91 in the project area. The improved freeway operations and increased capacity will attract trips that are currently being made on parallel routes, including arterial roadways and other freeways. Because the length of the project is relatively short, it is not expected that new travel would be induced or new automobile or truck trips would be made as a result of the project, but some trips will divert to State Route 91 to take advantage of the improved operations as a result of the higher peak hour speeds and also as a result of the expected reduction in delay. The forecasted increases in truck traffic along State Route 91 are generally equal to or less than the forecasted increased in overall traffic, and range from a reduction of 3.7 percent on one segment up to an increase of 4.9 percent in 2024, and range from a 1.7 percent increase to a 5.8 percent increase (varies by segment) in 2044 along State Route 91. The projected truck traffic increases along State Route 91 are generally lower than the overall traffic increases predicted along State Route 91 due to the project. These effects are reflected in the emissions changes shown in Table 2.12.11.”

**F-2-5**

The process to identify sensitive receptors included reviewing aerial photos of the study area and conducting site visits. The sensitive receptors listed in Section 2.12.2.3 include all existing sensitive receptors. The Draft Initial Study/Environmental Assessment included Figure 2.1-1, which shows the existing land uses. However, to insure these sensitive receptors would be protected, the following project feature was added PF-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.”

**F-2-6**

As stated in Chapter 1 of the Initial Study/Environmental Assessment, the project represents a reasonable expenditure. Even if no additional transportation improvements are made in the corridor, it can be implemented in the absence of any other improvements, and it does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements in the State Route 91 corridor and areas adjacent to the project limits. The project would have independent utility because it meets the project purpose in the absence of other improvements in the State Route 91 corridor. Therefore, the project would not restrict the range of alternatives that can be considered for the Interstate 605 Corridor Improvement Project or other planned improvements near the project area.



The comment also requested that the Initial Study/Environmental Assessment also discuss other planned or ongoing improvements along State Route 91 and Interstate 605. For a list of other planned improvements near the project area, please see Table 2.18.1 Reasonably Foreseeable Actions and Projects in the Initial Study/Environmental Assessment. This table includes the Interstate 5 Widening and high-occupancy vehicle: Interstate 605 to Orange County Line project, and the Interstate 605 Corridor (Hot Spot) Interchanges project.

**F-2-7**

Chapter 1 of the Initial Study/Environmental Assessment was revised to include Transportation Systems Management/Transportation Demand Management features that will be incorporated in the project. Inclusion of these features in the project description is a commitment to construct them as part of the project.

**F-2-8**

The commenter's request for one hard copy and one electronic copy of the Final Environmental Assessment when it becomes available is acknowledged; the commenter will receive one hard copy and one electronic copy of the Final Environmental Assessment.

### **G.3 Comments from State Agencies**

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EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX  
DIRECTOR

August 17, 2018

Jinous Saleh  
California Department of Transportation, District 7  
100 South Main Street, MS-16A  
Los Angeles, CA 90012

Subject: Westbound State Route 91 Improvement Project  
SCH#: 2018071043

Dear Jinous Saleh:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on August 16, 2018, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

S-1-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink that reads "Scott Morgan".

Scott Morgan  
Director, State Clearinghouse

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2018071043  
**Project Title** Westbound State Route 91 Improvement Project  
**Lead Agency** Caltrans #7

**Type** Neg Negative Declaration  
**Description** A no-built alternative and a build alternative are proposed for the project. The build alternative would add one mixed flow lane, modify existing interchanges, improve existing freeway design features, and other operational improvements in the westbound direction of SR-91 and at the I-605 northbound exit to Alondra Blvd. Five design options for the build alternative were also evaluated in the environmental document. These design options include varying lane and shoulder widths on westbound SR-91, varying interchange configurations at Pioneer Blvd and Norwalk Blvd, as well as replace Gridley Lane and Bloomfield Ave overcrossings.

**Lead Agency Contact**

**Name** Jinous Saleh  
**Agency** California Department of Transportation, District 7  
**Phone** (213) 897-0683 **Fax**  
**email**  
**Address** 100 South Main Street, MS-16A  
**City** Los Angeles **State** CA **Zip** 90012

**Project Location**

**County** Los Angeles  
**City** Artesia, Cerritos  
**Region**  
**Lat / Long** 33° 52' 35.5" N / 118° 4' 55.9" W  
**Cross Streets** Shoemaker Ave, Bloomfield Ave, Norwalk Blvd, Pioneer Blvd, Studebaker Rd, Alondra Blvd  
**Parcel No.** var  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways**  
**Airports**  
**Railways**  
**Waterways** San Gabriel River  
**Schools** Tracy HS, ABC Adult  
**Land Use** transportation, residential, commercial, industrial, education, OS, Rec

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Caltrans, Division of Transportation Planning; Department of General Services; Regional Water Quality Control Board, Region 4; Air Resources Board, Transportation Projects; Native American Heritage Commission; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy

**Date Received** 07/18/2018 **Start of Review** 07/18/2018 **End of Review** 08/16/2018

**G.3.1 S-1 – Governor’s Office of Planning and Research**

**S-1-1**

The Office of Planning and Research’s determination that the public review period has been completed is acknowledged. No further response is necessary.

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## **G.4 Comments from Local Agencies**



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COUNTY OF LOS ANGELES
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

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DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

August 14, 2018

Jinous Saleh, Senior Environmental Planner
Caltrans
Caltrans Division of Environmental Planning
100 South Main Street
Los Angeles, CA 90012

Dear Mr. Saleh:

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION, "WESTBOUND SR-91 IMPROVEMENT PROJECT," WOULD ADD ONE MIXED FLOW LANE, MODIFY EXISTING INTERCHANGES, IMPROVE EXISTING FREEWAY DESIGN FEATURES, AND OTHER OPERATIONAL IMPROVEMENTS IN THE WESTBOUND DIRECTION OF SR-91 AND AT THE I-605 NORTHBOUND EXIT TO ALONDRA BOULEVARD, BETWEEN SHOEMAKER AVENUE AND THE I-605 INTERCHANGE, CERRITOS, FFER 201800081

The Notice of Intent to Adopt a Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We have no comments.

LAND DEVELOPMENT UNIT:

- 1. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

Table listing unincorporated areas and cities served: AGOURA HILLS, ARTESIA, AZUSA, BALDWIN PARK, BELL, BELL GARDENS, BELLFLOWER, BRADBURY, CALABASAS, CARSON, CERRITOS, CLAREMONT, COMMERCE, COVINA, CUDAHY, DIAMOND BAR, DUARTE, EL MONTE, GARDENA, GLENDORA, HAWAIIAN GARDENS, HAWTHORNE, HERMOSA BEACH, HIDDEN HILLS, HUNTINGTON PARK, INDUSTRY, INGLEWOOD, IRWINDALE, LA CANADA-FLINTRIDGE, LA HABRA, LA MIRADA, LA PUENTE, LAKEWOOD, LANCASTER, LAWNSDALE, LOMITA, LYNWOOD, MALIBU, MAYWOOD, NORWALK, PALMDALE, PALOS VERDES ESTATES, PARAMOUNT, PICO RIVERA, POMONA, RANCHO PALOS VERDES, ROLLING HILLS, ROLLING HILLS ESTATES, ROSEMEAD, SAN DIMAS, SANTA CLARITA, SIGNAL HILL, SOUTH EL MONTE, SOUTH GATE, TEMPLE CITY, WALNUT, WEST HOLLYWOOD, WESTLAKE VILLAGE, WHITTIER

Jinous Saleh, Senior Environmental Planner

August 14, 2018

Page 2

2. Provide three sets of alternate route (detour) plans with a tentative schedule of planned closures prior to the beginning of construction. Complete architectural/structural plans are not necessary. L-1-2
3. Notify the nearest County of Los Angeles Fire Department Fire Stations at least three days in advance of any street closures that may affect Fire/Paramedic responses in the area. L-1-3
4. Disruptions to water service shall be coordinated with the County of Los Angeles Fire Department and alternate water sources shall be provided for fire protection during such disruptions. L-1-4

The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

For any questions regarding the report, please contact Inspector Joseph Youman at (323) 890-4125 or [Joseph.Youman@fire.lacounty.gov](mailto:Joseph.Youman@fire.lacounty.gov).

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

**HEALTH HAZARDOUS MATERIALS DIVISION:**

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



MICHAEL Y. TAKESHITA, ACTING CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

MYT:ac

## **G.4.1 L-1 – County of Los Angeles Fire Department**

### **L-1-1**

During final design, the design of traffic calming features within areas of Los Angeles County Fire Department jurisdiction will be submitted to Los Angeles County Fire Department for review. As stated in PF-T-1, the Transportation Management Plan will include procedures to lessen the transportation effects of project-related construction activities and will include coordination with other projects and local municipalities.

### **L-1-2**

As stated in PF-UES-2, prior to and during final design, the Construction Contractor will coordinate all temporary mainline, ramp, and arterial roadway closures and detour plans with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times, including the identification of alternative routes for emergency vehicles and routes across the construction areas that are developed in coordination with the affected agencies. Additionally, as stated in PF-T-1, the Transportation Management Plan will include procedures to lessen the transportation effects of project-related construction activities and will include coordination with other projects and local municipalities.

### **L-1-3**

See response to comment L-1-2 above. PF-T-1 (Transportation Management Plan) includes coordination with local municipalities for transportation effects of project-related construction activities including road closures and PF-UES-2 requires that the Construction Contractor will coordinate all temporary mainline, ramp, and arterial roadway closures and detour plans with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times, including the identification of alternative routes for emergency vehicles and routes across the construction areas that are developed in coordination with the affected agencies.

### **L-1-4**

As stated in PF-UES-1, prior to utility relocation activities, the Construction Contractor will coordinate with affected utility providers regarding potential utility relocations and inform affected utility users (including the Los Angeles County Fire Department) in advance about the date and timing of potential service disruptions.

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COUNTY OF LOS ANGELES FIRE DEPARTMENT

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SHEILA KUEHL THIRD DISTRICT

JANICE HAHN FOURTH DISTRICT

KATHRYN BARGER FIFTH DISTRICT

DARYL L. OSBY FIRE CHIEF FORESTER & FIRE WARDEN

August 22, 2018

Jinous Saleh, Senior Environmental Planner Caltrans Division of Environmental Planning 100 South Main Street, MS 16A Los Angeles, CA 90012

Dear Mr. Saleh:

After reviewing the project information that you provided, the County of Los Angeles Fire Department (Department) supports the proposed Caltrans/Metro traffic and safety improvements along the 91 Freeway. Our emergency units respond frequently to traffic collisions along this portion of freeway and we support the proposed improvements.

L-2-1

In the cities of Artesia and Cerritos, Department emergency vehicles have the OptiCom Signal System installed that expedites response times through intersections. The Department is requesting that this system also be installed at Caltrans controlled signals at Pioneer Boulevard, Norwalk Boulevard, Bloomfield Avenue, Shoemaker Avenue, and the South Street intersections. This system will provide safety during and after construction for all commuters, Caltrans and the Department.

L-2-2

Along with additions and improvements of the sound walls, the Department is requesting fire hydrant access doors and hydrant markings on the freeway in the project area. This will ensure our rapid access to a water supply when needed.

L-2-3

Thank you for this opportunity to provide input regarding the project. If you have any questions, please contact me directly at (562) 860-5524.

Very truly yours,

[Handwritten signature of Patrick Errett]

PATRICK ERRETT, ASSISTANT FIRE CHIEF DIVISION IV, EAST REGIONAL OPERATIONS BUREAU

PE:seb

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

- AGOURA HILLS, ARTESIA, AZUSA, BALDWIN PARK, BELL, BELL GARDENS, BELLFLOWER, BRADBURY, CALABASAS, CARSON, CERRITOS, CLAREMONT, COMMERCE, COVINA, CUDAHY, DIAMOND BAR, DUARTE, EL MONTE, GARDENA, GLENDORA, HAWAIIAN GARDENS, HAWTHORNE, HERMOSA BEACH, HIDDEN HILLS, HUNTINGTON PARK, INDUSTRY, INGLEWOOD, IRWINDALE, LA CANADA-FLINTRIDGE, LA HABRA, LA MIRADA, LA PUENTE, LAKEWOOD, LANCASTER, LAWNSDALE, LOMITA, LYNWOOD, MALIBU, MAYWOOD, NORWALK, PALMDALE, PALOS VERDES ESTATES, PARAMOUNT, PICO RIVERA, POMONA, RANCHO PALOS VERDES, ROLLING HILLS, ROLLING HILLS ESTATES, ROSEMEAD, SAN DIMAS, SANTA CLARITA, SIGNAL HILL, SOUTH EL MONT, SOUTH GATE, TEMPLE CITY, WALNUT, WEST HOLLYWOOD, WESTLAKE VILLAGE, WHITTIER

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## **G.4.2 L-2 – County of Los Angeles Fire Department**

### **L-2-1**

The commenter's support for the project is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

### **L-2-2**

The commenter's request for installation of Opticom Signal Systems at the Pioneer Boulevard, Norwalk Boulevard, Bloomfield Avenue, Shoemaker Avenue, and South Street intersections is acknowledged. The installation of Opticom Signal Systems at Caltrans-controlled traffic signals on the streets listed in the comment will be discussed with Caltrans, Metro, and the Los Angeles County Fire Department during the final design phase.

### **L-2-3**

The commenter's request for fire hydrant access doors and fire hydrant markings along soundwalls is acknowledged. The installation of fire hydrant access doors and fire hydrant markings along soundwalls will be discussed with Caltrans, Metro, and the Los Angeles County Fire Department during the final design phase.



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## **G.5 Comments from Interested Parties**

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**From:** Montez, Carlos  
**To:** [King Thomas](#); [Janet Danker](#)  
**Subject:** FW: Thank you for your inquiry  
**Date:** Thursday, August 16, 2018 10:44:23 AM

---

FYI- comment letter emailed to us for the WB-SR-91.

**Carlos Montez**

213.418.3241

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**From:** Safaei, Ayda  
**Sent:** Thursday, August 16, 2018 10:00 AM  
**To:** Montez, Carlos; Momani, Samer I@DOT; R Velazquez; Yvette Ximenez  
**Subject:** FW: Thank you for your inquiry [ ref:\_00Df42UDS.\_500f47zphm:ref ]

Here is a comment that was emailed to us for the WB-SR-91.

**Ayda Safaei**

LA Metro

Community Relations Manager

Communications

213.418.3128 W (extension: 8-3128)

213.949.1519 C

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**From:** [noreply@salesforce.com](mailto:noreply@salesforce.com) <[noreply@salesforce.com](mailto:noreply@salesforce.com)> **On Behalf Of**  
[communityrelations@metro.net](mailto:communityrelations@metro.net)  
**Sent:** Thursday, August 16, 2018 9:59 AM  
**To:** [phcunneen@gmail.com](mailto:phcunneen@gmail.com)  
**Subject:** Thank you for your inquiry [ ref:\_00Df42UDS.\_500f47zphm:ref ]

Thank you, Mr. Cunneen, for your comments.

WB SR-91 Improvements Project Team

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

**From:** P Cunneen [[phcunneen@gmail.com](mailto:phcunneen@gmail.com)]  
**Sent:** 8/16/2018 6:23 AM  
**To:** [wbsr91@metro.net](mailto:wbsr91@metro.net)  
**Subject:** WB SR-91 Improvement Project Comments

Dear Mr. Saleh,

Below are my comments for the Westbound SR-91 project.

I attended the Public Hearing at the Cerritos Center for the Performing Arts on Wednesday, August 1, and I would like to offer my support for the following:

**Alternative 2, Build Design Option 1**, with reduced non-standard (11') lane width and reduced shoulder width., and **D-Ramps** (or Type L-7 street interchanges) **for Pioneer and Norwalk Boulevard**. My support for this build alternative option is namely in the interest of reducing the amount of property acquisition and provide the least amount of residential and commercial interference while staying mostly within the existing Right of Way. My support for the L-7 ramp choice is in support of greater weaving distance and to further reduce traffic.

IP-1-1

I live in the Cerritos Villas neighborhood just north of the 91W, between Bloomfield Avenue and Norwalk Boulevard, and from the Biological Study Area plans it looks as if the south alleyway will be occupied by construction equipment and in reconstructing the sound wall. Please make it a policy to inform all neighborhood residents when this occurs. This alleyway is the only access for several garages and parking spaces for residents living on the south side closest to the freeway. I assume you or the City will also alert residents about overnight street parking, which is currently not allowed in the City of Cerritos and will be a problem for residents unable to access their garages through the affected alleyways.

IP-1-2

I also commute daily on Bloomfield Ave. (over the bridge) and on Norwalk Blvd. (under the 91 bridge). If and when construction begins, please make it a policy to inform all nearby residents and businesses, either by postcard or through an opt-in e-mail blast and/or text message system, and especially through temporary street signage, when the affected streets will be closed or lanes reduced during construction. Please also make it a policy during heavy construction not to concurrently close adjacent arterial streets (e.g. closing Bloomfield and Norwalk at the same time) as this would cause enormous traffic gridlock.

IP-1-3

Thank you again to you and staff for keeping the public well-informed throughout the last couple years, and for taking the time and effort to visually convey your ideas for the scope of the project. I look forward to seeing the same level of professionalism and public communication and seeing its progress and hard work pay off in the next decade.

Thank you,

Phil Cunneen  
12440 Cuesta Drive, Cerritos



ref:\_00Df42UDS.\_500f47zphm:ref

## **G.5.1 IP-1 – Phil Cunneen**

### ***IP-1-1***

The commenter's support for Alternative 2, Build Design Option 1, to avoid property acquisitions is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

### ***IP-1-2***

The commenter's concern regarding lack of access to garages is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. The Preferred alternative would not require the construction contractor to use the back alley for construction of the retaining wall and access to garages will not be impacted during construction or operation of the project.

**IP-1-3**

As described in Section 2.5.3.2, Temporary Impacts, (project feature PF-T-1), a detailed Transportation Management Plan will be developed during final design to identify and include traffic mitigation strategies for the duration of construction, to address lane and/or road closure requirements, and to inform the public and motorists regarding the construction schedule, potential detours, and anticipated traffic delays during construction. Caltrans and Metro will coordinate with the City of Cerritos and the City of Artesia during development of the Transportation Management Plan in final design.

**Jaylen Gamilla**

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**From:** Momani, Samer I@DOT <samer.momani@dot.ca.gov>  
**Sent:** Friday, August 17, 2018 4:41 AM  
**To:** Safaei, Ayda; MontezC@metro.net; Janet Danker; Eric.Spangler@mbakerintl.com; Raul Velazquez (RVelazquez@ArellanoAssociates.com); YXimenez@arellanoassociates.com  
**Subject:** Fw: SR 91 Westbound Widening :: Public Comment :: Cerritos Villas :: Sound Wall + Air Quality

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi everyone,  
Please see attached comment that my senior Jinous Saleh received via email;  
Thank you,  
-Samer

**From:** "Saleh, Jinous@DOT" <[jinous.saleh@dot.ca.gov](mailto:jinous.saleh@dot.ca.gov)>  
**To:** "[anandak@msn.com](mailto:anandak@msn.com)" <[anandak@msn.com](mailto:anandak@msn.com)>  
**Cc:** "samer momani" <[samermomani@hotmail.com](mailto:samermomani@hotmail.com)>  
**Subject:** FW: SR 91 Widening

Dear Ms. Ananda,  
Thank you so much for your involvement and participation in this public hearing process and your valuable comments. I will share your comments with the project team and particularly with our noise and air quality specialists for their review and recommendations. We will try our best effort for further studying/evaluating the issues and to provide a reasonable response, solutions or explanation to you in the final environmental document.

Sincerely,  
Jinous Saleh  
Senior Environmental Planner  
Division of Environmental Planning

---

**From:** Ana Ananda [<mailto:anandak@msn.com>]  
**Sent:** Tuesday, August 14, 2018 7:20 PM  
**To:** Saleh, Jinous@DOT <[jinous.saleh@dot.ca.gov](mailto:jinous.saleh@dot.ca.gov)>  
**Subject:** SR 91 Widening

Dear Mr. Saleh,

Re: Westbound SR-91 Improvements Project - Public Hearing Comments  
Noise Impacts on Cerritos Villas Home Association Residents



We like to thank you for the opportunity to participate in the public hearing on August 1, 2018 at the Cerritos Center of Performing Arts on the subject project. We are a 500-unit condominium complex located on the north side of the freeway, adjacent to the Bloomfield Avenue west bound on ramp.

As a homeowner of the Cerritos Villas, the following concerns emerged from our discussion with your staff at the hearing:

1. Our understanding is that the draft Initial Study and Environmental Assessment noted that the proposed projects could not result in the development of noise that exceeds the noise limits and it did not consider exposure of resident in our neighborhood to excessive polluted air that may be carcinogenic in the long-term perspective.
2. We disagree with this conclusion. Even now the noise and vibration adjacent to the existing sound wall is excessive and unbearable; especially, at night. The situation will be worse after the construction of the new west bound lane adjacent to the existing sound wall.
3. The height of the existing sound wall is inadequate (see attached photo). We are constantly exposed to the falling debris from the freeway. That said, you can see vehicles travelling on the freeway from our side at the ground level. The impacts of construction activity, noise from the new lanes in the close proximity, increased traffic, and depreciation of home values are of concern to us.
4. We suggest mitigation strategies such as raising the height of the wall and installing sound insulation for the condominium units facing the freeway should be considered as minimum remedial measures.

IP-2-1

Again, thank you for your consideration of our comments. Please contact me at (562) 505 4076 for any future discussions on the concerns we have raised and possible mitigation efforts.

IP-2-2

Sincerely,

Ana Ananda



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## **G.5.2 IP-2 – Ana Ananda**

### ***IP-2-1***

A Noise Study Report and Noise Abatement Decision Report were prepared as part of the environmental document (Initial Study/Environmental Assessment) consistent with the Caltrans Traffic Noise Analysis Protocol and 23 Code of Federal Regulations 772. Noise abatement measures in the form of noise barriers were evaluated for feasibility (reducing noise levels by a minimum of 5 A-weighted decibels) and reasonableness (cost effective) when traffic noise impacts were identified. The future design year 2044 was used to evaluate traffic noise impacts.

The existing soundwall along the Cerritos Villas Condos is analyzed in the Noise Study Report and Noise Abatement Decision Report as Existing Wall Number 5.2. It is currently 9.6 feet to 12.4 feet high. The Noise Study Report shows that for the Preferred Alternative, raising the height of the soundwall would not reduce noise levels by 5dBA or more at the Cerritos Villas Condos behind the soundwall. Therefore modifications to the soundwall are not considered “feasible” and reconstructing the wall at a higher height is not proposed as part of the project.

With regard to the concern raised in this comment about excessive long-term exposure to air pollution that may be carcinogenic, the air quality section (Section 2.12.3.2) in the Initial Study/Environmental Assessment includes a full discussion on mobile-source air toxics. These are the pollutants that have been identified as hazardous air pollutants by the United States Environmental Protection Agency that could have carcinogenic health effects. The subsection titled “Quantitative Project-Level Mobile-Source Air Toxics Analysis” includes a detailed analysis of the projected emissions of these mobile-source air toxics. The conclusion described there is “As Table 2.13.12 shows, the Build Alternative (2024 and 2044) conditions mobile-source air toxics emissions are lower than the Existing (2016) condition emissions. All of the Build Alternative (2024 and 2044) conditions mobile-source air toxics emissions are equal to or less than the corresponding No Build Alternative conditions emissions. In addition to the Build Alternative resulting in a decrease in localized mobile-source air toxics emissions, the United States Environmental Protection Agency’s vehicle and fuel regulations, coupled with fleet turnover, would cause substantial reductions over time that would cause region wide mobile-source air toxics levels to be substantially lower than under the Existing (2016) conditions.”

**IP-2-2**

The commenter's concern regarding the potential noise and vibration after construction of the new westbound lane adjacent to the existing sound wall is acknowledged. Please refer to response IP-2-1, above.

**IP-2-3**

The commenter's concern regarding the height of the existing sound wall is acknowledged. Please refer to response IP-2-1, above.

**IP-2-4**

The commenter's recommendation for mitigation strategies such as raising the height of the existing wall and installing sound insulation for condominium units facing the freeway is acknowledged. In response to raising the height of the existing wall, please refer to response IP-2-1, above. With regard to installing sound insulation for condominium units facing the freeway, interior noise abatement is no longer evaluated pursuant to changes in 23 CFR 772. Revisions to 23 CFR 772 that occurred in 2011 eliminated the interior noise abatement criterion for residential uses and eliminated noise insulation of private residences as a fundable form of noise abatement.

**IP-2-5**

Caltrans and Metro thank the commenter for providing their contact information for and the offer to further discuss their concerns. The commenter's request to be kept informed regarding the project is acknowledged; she has been added to the distribution list for project information.



August 20, 2018

Mr. Jinous Saleh  
Senior Environmental Planner  
Caltrans District 7  
Division of Environmental Planning  
100 South Main Street, Suite MS 16A  
Los Angeles, CA 90012

**Re: Westbound SR-91 Improvements Project - Public Hearing Comments  
Noise Impacts on Cerritos Villas Home Association Residents**

Dear Mr. Saleh:

On behalf of the Cerritos Villas Home Owners Association, we would like to thank you for the opportunity to participate in the public hearing on August 1, 2018 at the Cerritos Center of Performing Arts on the subject project. We are a 535-unit condominium complex located on the north side of the freeway, adjacent to the Bloomfield Avenue west bound on ramp.

The following concerns emerged from our discussion with your staff at the hearing:

1. Our understanding is that the draft Initial Study and Environmental Assessment noted that the proposed projects could not result in the development of noise that exceeds the noise limits and that it did not consider exposure of the residents in our neighborhood to excessive polluted air that may be carcinogenic in the long-term perspective.
2. We disagree with this conclusion. Even now the noise and vibration adjacent to the existing sound wall is excessive and unbearable; especially, at night. The situation will be worse after the construction of the new west bound lane adjacent to the existing sound wall.
3. The height of the existing sound wall is inadequate (see attached photo). We are constantly exposed to the falling debris from the freeway. That said, you can see vehicles travelling on the freeway from our side at the ground level. The impacts of construction activity, noise from the new lanes in the close proximity, increased traffic, and depreciation of home values are of concern to us.
4. We suggest mitigation strategies such as raising the height of the wall and installing sound insulation for the condominium units facing the freeway should be considered as minimum remedial measures.

IP-3-1

Again, thank you for your consideration of our comments. Please contact me at 310-351-6357 for any future discussions on the concerns we have raised and possible mitigation efforts.

IP-3-2

Sincerely,

Debra Thomas,  
President, Cerritos Villas Homeowners Association

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**G.5.3 IP-3 – Debra Thomas**

***IP-3-1***

These comments are identical to IP-2. Please refer to responses to IP-2-1, IP-2-2, IP-2-3, and IP-2-4, above.

***IP-3-2***

Caltrans and Metro thank the commenter for providing their contact information for and the offer to further discuss their concerns. The commenter's request to be kept informed regarding the project is acknowledged, and she has been added to the distribution list for project information.



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**Jaylen Gamilla**

---

**From:** Saleh, Jinous@DOT <jinous.saleh@dot.ca.gov>  
**Sent:** Monday, August 20, 2018 2:13 PM  
**To:** Nancy Beach  
**Cc:** Momani, Samer I@DOT  
**Subject:** RE: WB SR-91 PROJECT

Hello Nancy,

Thank you for sharing your question with us. We are still evaluating the proposed design alternatives and design options that are discussed in the environmental document. The project team will select the preferred alternative after reviewing the comments we received during the public review period.

Your property is listed under the Design Option: Full Build. If this alternative is selected, your property will be acquired by Metro/Caltrans based on the fair market value and following all applicable rules , guidelines and regulations.

The Deign Option 1: Reduced lane/shoulder width will avoid your property and it is an viable option at this point.

We expect that the final decision will be made by December 2018 and you be notified of the project update by us within that time frame.

Thank you again for your participating in the process.

Have a nice day,

Jinous Saleh

---

**From:** Nancy Beach [<mailto:nancy@frontiercabinets.com>]  
**Sent:** Monday, August 20, 2018 1:36 PM  
**To:** Saleh, Jinous@DOT <[jinous.saleh@dot.ca.gov](mailto:jinous.saleh@dot.ca.gov)>  
**Subject:** WB SR-91 PROJECT

Hi Jinous,

I have a question regarding WB SR-91 PROJECT. We have a building at 12027 E. 170<sup>th</sup> street Artesia, Ca 90701, which on the map it says it will be "Permanent Impact". What exactly does that mean? (Will the state buy the property from us, if they tear the building down?) Please let us know. Thank you for your help. IP-4-1

Thank you,

Nancy Beach  
 Frontier Cabinets  
 15926 Pioneer Blvd  
 Norwalk, CA 90650  
 Tel: (562) 926-6843  
 Fax: (562) 926-9914  
[nancy@frontiercabinets.com](mailto:nancy@frontiercabinets.com)

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#### **G.5.4 IP-4 – Nancy Beach**

##### ***IP-4-1***

On September 27, 2018, the Project Development Team identified the Preferred Alternative. The Preferred Alternative includes the Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment), which proposes to align the SR-91 westbound ramps with 168th Street in Artesia at the Pioneer Boulevard interchange. This design option would create a four-legged intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Gridley Road Overcrossing would be improved to a two lane road with standard shoulders and sidewalks on both sides. The Preferred Alternative was identified because it minimizes impacts to surrounding uses and still meets the purpose and need of the project. The Preferred Alternative would not permanently impact the building at 12027 East 170th Street, Artesia.

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**Jaylen Gamilla**

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**From:** Momani, Samer I@DOT <samer.momani@dot.ca.gov>  
**Sent:** Thursday, August 23, 2018 10:22 AM  
**To:** Kosinski, Ron J@DOT; Saleh, Jinous@DOT  
**Subject:** RE: WB SR 91 Project

Hi Ron,

This enquiry is most likely for “the Excelsior Hotel”; this is the nearest hotel to Pioneer onramp and only hotel identified in the project area. The property APN is listed with “Temporary Construction Easement” and listed the build alternative with full width and for the build alternative with Option 1 (non-standard lanes/shoulder) and/or Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment). We anticipate the impacts will be limited to temporary construction easement and traffic closures. I will ask the PDT today to offer further details if necessary. This is the first time Jinous and I became aware of this enquiry.

**References from the Draft ED:**

Table 2.3.9

7014-004-032 16905 Pioneer Boulevard, Artesia; Commercial [The Excelsior Hotel]; [Temporary Construction Easement] (TCE):

TCEs would consist of small slivers of land that are currently being used for landscaping or parking lots. After construction, the TCEs used for the Build Alternative and design options would be restored to their original pre-project conditions. None of the TCEs would require businesses, employees, or residents to relocate. Owners of the parcels affected by TCEs would be compensated for temporary use of their property during construction.

**Predicted Future Noise Level for the Build Alternative with Design Option 2 (Pioneer Boulevard L-9) or Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) is modeled to increase by 1 dB for the exterior area of the hotel [from 65 to 66, which below FHWA Noise Abatement Criteria (NAC) of 72 dB.]**

Thank you,

*Samer Momani*

Associate Environmental Planner




---

**From:** Kosinski, Ron J@DOT  
**Sent:** Wednesday, August 22, 2018 5:24 PM  
**To:** Saleh, Jinous@DOT <jinous.saleh@dot.ca.gov>; Momani, Samer I@DOT <samer.momani@dot.ca.gov>  
**Subject:** FW: WB SR 91 Project

Any information on this ???

---

**From:** Novotny, Steve J@DOT  
**Sent:** Wednesday, August 22, 2018 3:34 PM  
**To:** Kosinski, Ron J@DOT <[ron.kosinski@dot.ca.gov](mailto:ron.kosinski@dot.ca.gov)>

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## **G.5.5 IP-5 – Marty Simonoff**

### ***IP-5-1***

The commenters concern regarding impacts to a hotel at the westbound State Route 91 off-ramp at Pioneer Boulevard is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. The Preferred Alternative would need a temporary construction easement from this property; therefore, Caltrans anticipates the impacts to this hotel will be limited to the temporary construction easement and traffic closures. During final design of the project, Caltrans will coordinate with the property owner of the hotel to ensure that ingress/egress to the hotel is maintained during construction. The Artesia Inn & Suites/Denny's driveway currently allows for left turns from Pioneer into the driveway. The Preferred Alternative will install a curbed median across the driveway to provide a full access signalized intersection at the new SR-91 Westbound Pioneer off ramp/168<sup>th</sup> Street/Pioneer Boulevard intersection. The new intersection and curbed median approaches to the intersection will improve safety and traffic operations along Pioneer Boulevard; however it will change the driveway access on Pioneer Boulevard to a right-in/right-out access. The Hotel and Denny's driveway access on 168<sup>th</sup> Street will remain unchanged.



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## **G.6 Comment Cards**

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## Westbound SR-91 Improvements Project

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August 2018



### Comment Sheet

Name: Gerald Soto  
 Affiliation (i.e. organization, resident, business): Resident  
 Address: 12011 170<sup>th</sup> ST Artesia CA 90707  
 Phone/Cell: (562) 533-6688  
 Email: Gerry149e@yq400.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

ONCE again no one here to answer question on Relocation Service or Acquisition. This is going to impact my Families. There is several Families and elderly that live on 170<sup>th</sup> ST which need to start preparing for such an impact. I prefer no Acquisition due to such impact as my mother, Father and Cousins, brothers and Aunts. Again we need someone involved with Acquisition or Relocation to contact us.

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:



Jinous Saleh  
 Senior Environmental Planner, Caltrans District 7  
 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012



[jinous.saleh@dot.ca.gov](mailto:jinous.saleh@dot.ca.gov)



[metro.net/605hotspots](http://metro.net/605hotspots)

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**G.6.1 CC-1 – Gerald Soto**

**CC-1-1**

The commenter's support for Alternative 2, Build Design Option 1, to avoid acquisitions is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

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Westbound SR-91 Improvements Project

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Comment Sheet

Name: SOPHIA Tse

Affiliation (i.e. organization, resident, business): ABCUSD / <sup>Board</sup> resident of HARVEST Ave

Address: 16810 HARVEST Ave, Cerritos

Phone/Cell: 562-607-7871

Email: sophiatse1@yahoo.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

We need stop <sup>street</sup> light on Gridley Rd /  
overcrossing.

CC-2-1

Thanks

Appl 2

ABCUSD

Bo and Menka

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 Jinous Saleh  
 Senior Environmental Planner, Caltrans District 7  
 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

 metro.net/605hotspots



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## **G.6.2 CC-2 – Sophia Tse**

### **CC-2-1**

The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. As part of the Preferred Alternative, lighting will be included on the Gridley Road overpass. A specific lighting plan will be developed in coordination with Caltrans and the City of Cerritos during the final design phase.

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**Westbound SR-91 Improvements Project**  
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 August 2018



**Comment Sheet**

Name:

Gilberto Villanueva

Affiliation (i.e. organization, resident, business):

Home owner

Address:

11961 170th st Artesia, ca 90701

Phone/Cell:

714 659 9536

Email:

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

I think that option 2 is a better option to go with because it is safer for the environment and our living situation. There is a lot of pollution. Our street is a five hazard, there is only one way in and out.

I feel there's no safer way for expansion without taking our properties. I vote for a full build. Why spend 140 million and not go with the safest route for 170th st.

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:



Jinous Saleh  
 Senior Environmental Planner, Caltrans District 7  
 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012



jinous.saleh@dot.ca.gov



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### **G.6.3 CC-3 – Gilberto Villanueva**

#### **CC-3-1**

The commenter's support for Alternative 2, Full Build Design Option, because of safety concerns is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

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**Westbound SR-91 Improvements Project**

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**Comment Sheet**

Name: JAICE VU  
 Affiliation (i.e. organization, resident, business): RESIDENT  
 Address: 16824 LEEWARD AVE  
 Phone/Cell: CERRITOS CA. 90703  
 Email: jbvuzk@gmail.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

I WOULD LIKE TO KNOW THAT THIS PROJECT IS INCLUDING SOUND WALL FOR THE STREET WINDJAMMER / FROM LEEWARD AVE TO CORAL REEF RUNNING EAST WEST FOR THE INTERCHANGE 91W TO NORTH 605 FWY. THE EXISTING WALL IS NOT SOUND PROOF.

I AM SUPPORTING THIS PROJECT IF THE SOUND WALL IS PART OF THE PROJECT.

PLEASE SEND ME CONFIRMATION ONCE THE PROJECT IS FINALIZE

CC-4-1

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 Jinous Saleh  
 Senior Environmental Planner, Caltrans District 7  
 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

 metro.net/605hotspots



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**G.6.4 CC-4 – Jaice Vu**

**CC-4-1**

Currently, an existing 6- to 11-foot-high State right-of-way wall shields residences. Based on analysis in the Noise Abatement Decision Report, construction of a noise barrier would not be “reasonable” because it would not meet the noise reduction design goal. However, construction of a noise barrier with a height of 14-foot is recommended because the existing wall does not sufficiently block the line-of-sight to vehicles traveling on State Route 91. Therefore, a 14-foot-high noise barrier along the edge of shoulder from westbound State Route 91 to northbound Interstate 605 is proposed to be constructed because it would benefit receptors. This noise barrier would shield properties located along Windjammer Street between Coral Reef Circle and Westwind Circle. The commenter’s request to be kept informed regarding the project is acknowledged; he has been added to the distribution list for project information.

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### Westbound SR-91 Improvements Project

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#### Comment Sheet

Name: Paula Egleman

Affiliation (i.e. organization, resident, business): Resident / Employee of City of Lerritos

Address: 14148 Kelford St. Whittier, CA 90604

Phone/Cell: 818-489-1874

Email: peagleman@gmail.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

If there is room, please add a dedicated bike lane to the Bloomfield and Gridley overpasses. There are very few ~~opportunities~~ locations to safely cross the 91 on a bike. Thank you!

CC-5-1

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 Jinous Saleh  
Senior Environmental Planner, Caltrans District 7  
Division of Environmental Planning  
100 South Main Street, Suite MS 16A  
Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

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## **G.6.5 CC-5 – Paula Eagleman**

### **CC-5-1**

The commenter's request for bike lanes on the Bloomfield Avenue overcrossing and the Gridley Avenue overcrossing is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. As part of the Preferred Alternative, 6-foot-wide shoulders will be provided on the Gridley Avenue overcrossing. Because no on-street parking will be allowed on the Gridley Avenue overcrossing, the shoulders may serve as bike lanes. Additionally, as discussed in the Initial Study/Environmental Assessment on page 1-37 under *Bicycle and Pedestrian Facilities*, the following bicycle facilities, including bike lanes on Bloomfield Avenue, are proposed for future consideration within the project area where bicycle facilities do not currently exist:

- Bicycle lane in the northbound direction at the intersection of Pioneer Boulevard and the westbound State Route 91 off-ramp
- Bicycle lane in the northbound direction at the intersection of Norwalk Boulevard and the westbound State Route 91 off-ramp
- Bicycle lane in the southbound direction at the intersection of Bloomfield Avenue and the westbound State Route 91 on-ramp/Lucas Street
- Bicycle lane in the northbound direction at the intersection of Bloomfield Avenue and the westbound State Route 91 on-ramp/Lucas Street

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## Westbound SR-91 Improvements Project

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### Comment Sheet

Name: JUN JANG

Affiliation (i.e. organization, resident, business): \_\_\_\_\_

Address: 16307 SPRING PARK LN, CERRITOS

Phone/Cell: 562-404-1003

Email: JJANG@PRODIGY.NET

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

THE 91 to 605 lane widening is a great idea.

- 2 lanes<sup>to</sup> North 605 will help tremendously in speeding up traffic & reducing accidents!

- changing on-ramps from Heronwalk & Pioneer to 91 sounds like a good idea to smooth traffic flow also.

- Also prefer widening Gridleg, but leave it as 2-traffic lanes.

Extra width for Bikes & sidewalk as OK

CC-5-6

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:



Jinous Saleh  
Senior Environmental Planner, Caltrans District 7  
Division of Environmental Planning  
100 South Main Street, Suite MS 16A  
Los Angeles, CA 90012



jinous.saleh@dot.ca.gov



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**G.6.6 CC-6 – Jim Jang**

**CC-6-1**

The commenter's support for Alternative 2, Build Design Option 5, is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

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Westbound SR-91 Improvements Project

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Comment Sheet

Name: JAICE VU

Affiliation (i.e. organization, resident, business): RESIDENT

Address: 16824 LEENARD Ave CERRITOS

Phone/Cell: 562 385 3012

Email: jvuu2k@gmail.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

ADD THE STREET LIGHTS FOR RESIDENTS  
ALONG NORTH SIDE OF 91FWY / GRIDLEY TO  
STUDEBAKER.

CC-7-1

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 Jinous Saleh  
 Senior Environmental Planner, Caltrans District 7  
 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

 metro.net/605hotspots

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**G.6.7 CC-7 – Jaice Vu**

**CC-7-1**

The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. As part of the Preferred Alternative, lighting will be included on the Gridley Road overcrossing as well as along the north side of westbound State Route 91 from Gridley Avenue to Studebaker Road. A specific lighting plan will be developed in coordination with Caltrans, Metro, and the City of Cerritos during the final design phase. However, it should be noted that local street lighting would be the responsibility of the City of Cerritos.

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**Westbound SR-91 Improvements Project**

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**Comment Sheet**

Name: PATRICIA POWERS  
 Affiliation (i.e. organization, resident, business): RESIDENT  
 Address: 11622 E 168<sup>th</sup> ST ARTESIA CA  
 Phone/Cell: (562) 865-3865  
 Email: SIMPOWERS50@VERIZON.NET

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

*I had a difficult time understanding the speakers' Please give me what residences & business' will be removed on 168<sup>th</sup> St. If I followed the screen there will be several residences that will be removed from that block! Please get back to us as we live on that block and are very concerned.*

CC-8-1

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 Jinous Saleh  
 Senior Environmental Planner, Caltrans District 7  
 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

 metro.net/605hotspots



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**G.6.8 CC-8 – Patricia Powers**

**CC-8-1**

The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative would acquire the following residences on East 168th Street: 11834 East 168th Street, 11836 East 168th Street, 11826 East 168th Street, 11832 East 168th Street, and 11820 East 168th Street; Acquisition would start during the design phase. The commenter's property at 11622 East 168th Street would not be impacted or acquired.

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### Westbound SR-91 Improvements Project

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#### Comment Sheet

Name: PATERNAL CABEBA

Affiliation (i.e. organization, resident, business): PLUMBING CONTRACTOR

Address: 11616 169th ST. ARTESIA CA 90701

Phone/Cell: 562-569-6403

Email: paternalcabeba@gmail.com


Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

HOPEFULLY NOISE WILL BE REDUCED DURING THE ROAD  
CONSTRUCTION. WE HAVE KIDS IN THE HOUSE. THANK  
YOU SO MUCH!

CC-9-1

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 Jinous Saleh  
 Senior Environmental Planner, Caltrans District 7  
 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

 metro.net/605hotspots

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**G.6.9 CC-9 – Paterno Cabebe**

**CC-9-1**

Construction noise level would reach up to 86 A-weighted decibels maximum instantaneous sound level at a reference distance of 50 feet during the noisiest construction phase (the site preparation phase). In certain locations where pile driving would occur, construction noise levels would reach up to 95 A-weighted decibels maximum instantaneous noise level at a reference distance of 50 feet during the noisiest construction phase. Noise levels during other phases of construction would be lower than the noise levels mentioned above.

As stated in Section 2.13.3.1, Project Feature PF-N-1 requires that the control of noise from construction activities will conform to the Caltrans Standard Specifications, Section 14-8.02, “Noise Control.” The nighttime noise level from the Contractor’s operations, between the hours of 9:00 p.m. and 6:00 a.m., will not exceed 86 A-weighted decibels 1-hour, A-weighted equivalent continuous sound level at a distance of 50 feet. In addition, the Contractor would equip all internal combustion engines with a manufacturer-recommended muffler and will not operate any internal combustion engine on the job site without the appropriate muffler. With incorporation of Project Feature PF-N-1, temporary noise effects to residents related to construction would be minimized.

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Westbound SR-91 Improvements Project

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Comment Sheet

Name: James D. Bugher

Affiliation (i.e. organization, resident, business): RESIDENT

Address: 11272 PARK S

Phone/Cell: 562-800-5174

Email: ✓

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

① We need street to light on  
Park St / @ Gridley over crossing

CC-10-1

② only on Gridley / over crossing  
91 Fwy make only "2" Lane.

CC-10-2

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 Jinous Saleh  
Senior Environmental Planner, Caltrans District 7  
Division of Environmental Planning  
100 South Main Street, Suite MS 16A  
Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

 metro.net/605hotspots



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## **G.6.10 CC-10 – James D. Bughes**

### **CC-10-1**

The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. As part of the Preferred Alternative, lighting will be included on the Gridley Road overcrossing. A specific lighting plan will be developed in coordination with Caltrans, Metro, and the City of Cerritos during the final design phase.

### **CC-10-2**

The commenter's lack of support for Alternative 2, Build Design Option 5, is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

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### Westbound SR-91 Improvements Project

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#### Comment Sheet

Name:

S. Tan

Affiliation (i.e. organization, resident, business):

Address:

1680 Hart Ave

Phone/Cell:

Email:

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

On Gridley / over Gridley overpass  
only 1/2 lane

CC-11-1

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:



Jinous Saleh  
Senior Environmental Planner, Caltrans District 7  
Division of Environmental Planning  
100 South Main Street, Suite MS 16A  
Los Angeles, CA 90012



jinous.saleh@dot.ca.gov



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**G.6.11 CC-11 – S. Ta**

**CC-11-1**

The commenter's lack of support for Alternative 2, Build Design Option 5, is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

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Westbound SR-91 Improvements Project

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August 2018



Comment Sheet

Name: Hugh C. Villegas

Affiliation (i.e. organization, resident, business): USMC VETERAN

Address: 11203 BEACH STREET

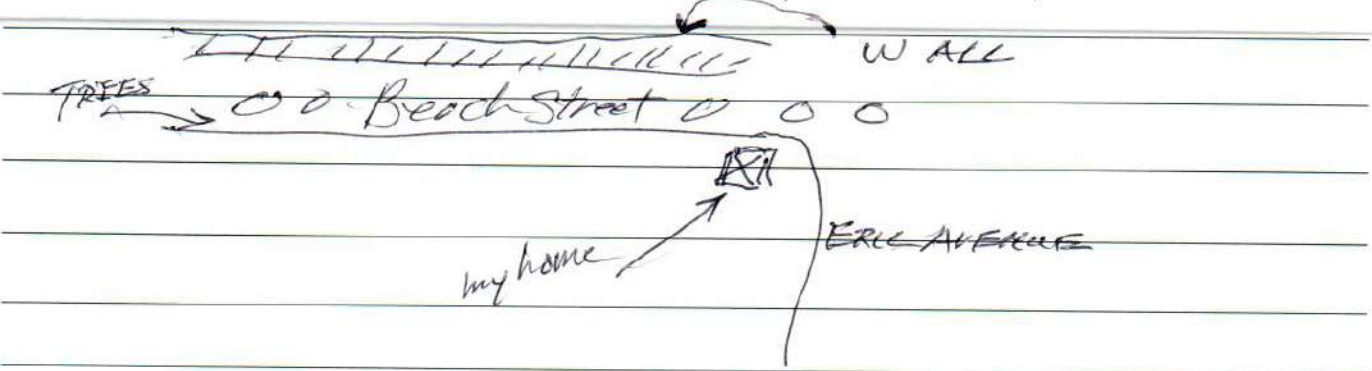
Phone/Cell: 562-789-8600 at work

Email: hughvillegas@aol.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

WHEN YOU RECONSTRUCT THE WALL / PLEASE MAKE IT HIGH ENOUGH, AND GET RID OF THE EUCALYPTUS TREES THAT DROP TOO MANY LEAVES AND SHED THE BARK OF THE TREES ALL OVER MY PROPERTY ET

CC-12-1



Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 Jinous Saleh  
Senior Environmental Planner, Caltrans District 7  
Division of Environmental Planning  
100 South Main Street, Suite MS 16A  
Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

 metro.net/605hotspots



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**G.6.12 CC-12 – Hugh C. Villegas**

**CC-12-1**

The existing soundwall located at the top of slope in front the commenter's property will be removed and reconstructed at the new freeway shoulder location. This location will be approximately 8 to 10 feet closer to Beach Street, but still within Caltrans' Right of Way. The wall is proposed to be reconstructed at the same top of wall elevation. The soundwall itself may be taller, but the top of soundwall elevation will be the same, as recommended in the Noise Study Report (NSR) and the Noise Abatement Decision Report (NADR) prepared for the project.

The commenter's question regarding specific eucalyptus trees is acknowledged, however, removal of the referenced eucalyptus trees would be determined during the design phase based on the limits of construction needed for building the soundwall. It is likely that some of the eucalyptus trees will be removed to facilitate construction of the new soundwall.

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## Westbound SR-91 Improvements Project

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August 2018



### Comment Sheet

Name:

George Shy

Affiliation (i.e. organization,  
resident, business):

Address:

12515 Valencia St., Cerritos, CA 90703

Phone/Cell:

562-402-7754 / 310-619-8241

Email:

GShy101684@AOL.COM

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

My comments are not related to SR 91, but they are ~~are~~ related to the proposed Rapid transit (Rail) project that would use the right-of-way across Norwalk Blvd. + Bloomfield in Cerritos. I am strongly opposed to this project. Mainly because of safety problem, traffic problems and the reduction of property values that it would generate.

CC-13-1

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:



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jinous.saleh@dot.ca.gov



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**G.6.13 CC-13 – George Shy**

**CC-13-1**

This comment is acknowledged, but does not pertain to the proposed Westbound State Route 91 Improvement Project. No further response is required.

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Westbound SR-91 Improvements Project  
Draft IS/EA Public Hearings  
August 2018



Comment Sheet

Name:

Bloomfield & 91 housing complex

Affiliation (i.e. organization,

resident, business):

Address:

Phone/Cell:

Email:

Cerritos resident

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

• Pave streets (residential) near freeway entrances with recycled tires to reduce sound and noise.

CC-14-1

• Bloomfield entrance & exit towards 91 West have a great deal of large truck traffic because UPS trucks. Take into account businesses which exit 91 West bound from Carmenita to Pioneers.

CC-14-2

UPS and Vons utilize Bloomfield. Evaluate traffic flow.

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:



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## **G.6.14 CC-14 – Bloomfield & 91 Housing Complex**

### **CC-14-1**

The commenter's suggestion to pave residential streets near the freeway on-ramps with recycled tires to reduce noise is outside the scope of this project. Local street maintenance in this area is under the jurisdiction of the City of Cerritos.

### **CC-14-2**

As shown in Table 2.59 of the Initial Study/Environmental Assessment, in Section 2.5, Traffic, the Bloomfield Avenue/westbound State Route 91 on-ramp intersection currently operates at Level of Service B. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. With implementation of the Preferred Alternative, the Bloomfield Avenue/westbound State Route 91 on-ramp intersection will continue to operate at Level of Service B during AM and PM peak hours in the opening year (2024). Without implementation of the Preferred Alternative, the Bloomfield Avenue/westbound State Route 91 on-ramp intersection is expected to operate at Level of Service C during the AM and PM peak hours in the design year (2044). With implementation of the Preferred Alternative, the Bloomfield Avenue/westbound State Route 91 on-ramp intersection is expected to operate at Level of Service C during the AM peak hour and Level of Service D during the PM peak hour in the design year (2044). Caltrans strives for freeway facilities to operate at either Level of Service C or D. The truck traffic referenced in this comment is accounted for in the traffic analysis provided in Section 2.5, Traffic, of the Initial Study/Environmental Assessment.

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Westbound SR-91 Improvements Project  
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Comment Sheet

Name: Celia Hernandez  
 Affiliation (i.e. organization, resident, business): resident  
 Address: 11936 Arkansas St.  
 Phone/Cell: cell (562) 619-6637  
 Email: vienna10CH@gmail.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

My main concern its problem with the ~~arrow~~ lights signs on 166<sup>th</sup> st and Norwalk Blvd. and ~~the~~ Elaine St and 166<sup>th</sup> st. they don't have left arrow light. It's been too many traffic accidents and these locations all the time (~~now~~ I was involved in an accident on Elaine st. and 166<sup>th</sup>.

~~a~~ cause of no left Arrow light.]

It will be very beneficiary for the neighbour hood to have left Arrow light ant the Above locations and I feel that its going to be more traffic with this new Project.

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:



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Senior Environmental Planner, Caltrans District 7  
Division of Environmental Planning  
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**G.6.15 CC-15 –Celia Hernandez**

**CC-15-1**

The project limits do not extend to this intersection, and traffic volumes at the intersection of 166<sup>th</sup> Street and Norwalk Boulevard are not expected to substantially change due to the project. The traffic study indicates that there will be no impact or change in Level of Service at this location due to the project; thus, no mitigation is required at the intersection as a result of the project itself. The traffic projections indicate that, as a result of improved conditions on State Route 91, traffic volumes could decrease on parallel routes such as 166<sup>th</sup> Street. Existing traffic issues associated with the intersection as described in the comment (lack of left-turn signal phasing) should be brought to the attention of the Cities of Cerritos and Norwalk, as the traffic signal operations at these two intersections are not directly related to this project. The commenter's suggestion to add left turn arrow lights on 166<sup>th</sup> Street/Norwalk Boulevard and 166<sup>th</sup> Street/Elaine Avenue is outside the scope of this project.

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**Westbound SR-91 Improvements Project**  
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**Comment Sheet**

Name: Shm, Kyunghee  
 Affiliation (i.e. organization, resident, business): Resident  
 Address: 11303 Lucas St  
 Phone/Cell: 562 276 3640  
 Email: kshonabc @ hotmail. com


Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.


In case of adding one extra lane on 91, I strongly ask for ~~to~~ narrowing the present lane (12') to 11 feet so that the wall can be moved into the residential area less than 10' with regular width of each lane.

CC-16-1

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

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 Los Angeles, CA 90012

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## **G.6.16 CC-16 –Kyunghee Shon**

### **CC-16-1**

The commenter's support for Alternative 2, Build Design Option 1, is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

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Westbound SR-91 Improvements Project  
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Comment Sheet

Name: Monica White

Affiliation (i.e. organization, resident, business): \_\_\_\_\_

Address: \_\_\_\_\_

Phone/Cell: \_\_\_\_\_

Email: \_\_\_\_\_

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.


I believe the funds should go toward the future build. I believe narrowing the lanes would make the 91 a much more dangerous freeway, than it already is. The 91 is already congested enough, and the semi-trucks using the 91 would have a harder time getting through traffic as well. If the freeway was expanded it would be very beneficial. I believe it will help the flow of traffic, possibly even have less accidents. Besides what happens to all the funding money that's left over from the project if we don't expand?

CC-17-1

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

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**G.6.17 CC-17 – Monica White**

**CC-17-1**

The commenter's support for Alternative 2, Full Build Design Option because of safety concerns is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

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**Westbound SR-91 Improvements Project**  
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**Comment Sheet**

Name: Omar Scott

Affiliation (i.e. organization, resident, business): Resident

Address: 11857 Arkansas St., Artesia, CA 90701

Phone/Cell: 562-965-3543

Email: scottomar314@yahoo.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

I support Alternative 2: Build Design Option 1, because this option will accomplish the goal of expanding the 91 freeway by adding a lane on the westbound 91 freeway to connect onto the northbound 605 freeway. In addition, this option will not disrupt or take away as many private properties in Artesia or other areas, ultimately making the project less expensive.


I support Option D: Diamond Ramps at Pioneer Bl. & Norwalk Bl. This option is the least disruptive and preserves surrounding public/private properties. Staff did mention the concern that commuters will switch lanes at the last minute to exit Norwalk Bl. or Pioneer Bl., and that will cause accidents. These last minute changes/exiting onto Norwalk Bl. or Pioneer Bl. are currently occurring because commuters are avoiding the backlog onto 605 freeway by taking surface streets. Commuters will no longer want to exit as much, once the lanes are added.


CC-18-1

I support the expansion of the Gridley Bridge from 2 lanes to 4 lanes only if the lanes that are being added do not expand over Baber Park. Please protect the southeastern boundary of Gridley Bridge and expand the 2 extra lanes towards the southwestern side of Gridley Bridge. Suggestion: Please add bike lanes on the bridge.

CC-18-2

**Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:**

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**G.6.18 CC-18 –Omar Scott**

**CC-18-1**

The commenter's support for Alternative 2, Build Design Option 1, to avoid property acquisition and support for the Diamond Ramps at Pioneer Boulevard and Norwalk Boulevard, is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

**CC-18-2**

The commenter's support for the expansion of the Gridley Avenue overcrossing is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. The Preferred Alternative would not expand the Gridley Avenue overcrossing from two lanes to four lanes. However, as part of the Preferred Alternative, 6-foot-wide shoulders will be provided on the Gridley Avenue overcrossing. Because no on-street parking will be allowed on the Gridley Avenue overcrossing, the shoulders may serve as bicycle lanes. Additionally, as discussed in

the Initial Study/Environmental Assessment on page 1-37 under *Bicycle and Pedestrian Facilities*, the following bicycle facilities are proposed for future consideration within the project area where bicycle facilities do not currently exist:

- Bicycle lane in the northbound direction at the intersection of Pioneer Boulevard and the westbound State Route 91 off-ramp
- Bicycle lane in the northbound direction at the intersection of Norwalk Boulevard and the westbound State Route 91 off-ramp
- Bicycle lane in the southbound direction at the intersection of Bloomfield Avenue and the westbound State Route 91 on-ramp/Lucas Street
- Bicycle lane in the northbound direction at the intersection of Bloomfield Avenue and the westbound State Route 91 on-ramp/Lucas Street



**Westbound SR-91 Improvements Project**  
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**Comment Sheet**

Name: Ana & Eric Lizarraga

Affiliation (i.e. organization, resident, business): Resident

Address: 11645 Excello St., Artesia, CA 90701

Phone/Cell: 800-479-4037

Email: \_\_\_\_\_

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

I support Alternative 2: Build Design Option 1, because this option will accomplish the goal of expanding the 91 freeway by adding a lane on the westbound 91 freeway to connect onto the northbound 605 freeway. In addition, this option will not disrupt or take away as many private properties in Artesia or other areas, ultimately making the project less expensive.


I support Option D: Diamond Ramps at Pioneer Bl. & Norwalk Bl. This option is the least disruptive and preserves surrounding public/private properties. Staff did mention the concern that commuters will switch lanes at the last minute to exit Norwalk Bl. or Pioneer Bl., and that will cause accidents. These last minute changes/exiting onto Norwalk Bl. or Pioneer Bl. are currently occurring because commuters are avoiding the backlog onto 605 freeway by taking surface streets. Commuters will no longer want to exit as much, once the lanes are added.


CC-19-1

I support the expansion of the Gridley Bridge from 2 lanes to 4 lanes only if the lanes that are being added do not expand over Baber Park. Please protect the southeastern boundary of Gridley Bridge and expand the 2 extra lanes towards the southwestern side of Gridley Bridge. Suggestion: Please add bike lanes on the bridge.

CC-19-2

**Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:**

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 Los Angeles, CA 90012

 [jinous.saleh@dot.ca.gov](mailto:jinous.saleh@dot.ca.gov)

 [metro.net/60shotspots](http://metro.net/60shotspots)

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**G.6.19 CC-19 – Ana and Eric Lizarraga**

These comments are identical to CC-18. Please refer to responses to CC-18-1 and CC-18-2, above.

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**Westbound SR-91 Improvements Project**  
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**Comment Sheet**

Name: Alfred Mendoza  
 Affiliation (i.e. organization, resident, business): Resident  
 Address: 11927 E. 169th St., Artesia, CA 90701  
 Phone/Cell: 562-412-8371  
 Email: chanoc102@aol.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

I support Alternative 2: Build Design Option 1, because this option will accomplish the goal of expanding the 91 freeway by adding a lane on the westbound 91 freeway to connect onto the northbound 605 freeway. In addition, this option will not disrupt or take away as many private properties in Artesia or other areas, ultimately making the project less expensive.


I support Option D: Diamond Ramps at Pioneer Bl. & Norwalk Bl. This option is the least disruptive and preserves surrounding public/private properties. Staff did mention the concern that commuters will switch lanes at the last minute to exit Norwalk Bl. or Pioneer Bl., and that will cause accidents. These last minute changes/exiting onto Norwalk Bl. or Pioneer Bl. are currently occurring because commuters are avoiding the backlog onto 605 freeway by taking surface streets. Commuters will no longer want to exit as much, once the lanes are added.


CC-20-1

I support the expansion of the Gridley Bridge from 2 lanes to 4 lanes only if the lanes that are being added do not expand over Baber Park. Please protect the southeastern boundary of Gridley Bridge and expand the 2 extra lanes towards the southwestern side of Gridley Bridge. Suggestion: Please add bike lanes on the bridge.

CC-20-2

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

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**G.6.20 CC-20 – Alfred Mendoza**

These comments are identical to CC-18. Please refer to responses to CC-18-1 and CC-18-2, above.

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**Westbound SR-91 Improvements Project**  
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August 2018



**Comment Sheet**

Name: Antonio Mendoza

Affiliation (i.e. organization, resident, business): Resident

Address: 11651 Excello St., Artesia, CA 90701

Phone/Cell: 562-865-8659

Email: mendoza90701@gmail.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

I support Alternative 2: Build Design Option 1, because this option will accomplish the goal of expanding the 91 freeway by adding a lane on the westbound 91 freeway to connect onto the northbound 605 freeway. In addition, this option will not disrupt or take away as many private properties in Artesia or other areas, ultimately making the project less expensive.

I support Option D: Diamond Ramps at Pioneer Blvd. & Norwalk Blvd. This option is the least disruptive and preserves surrounding public/private properties. Staff did mention the concern that commuters will switch lanes at the last minute to exit Norwalk Bl. or Pioneer Bl., and that will cause accidents. These last minute changes/exiting onto Norwalk Bl. or Pioneer Bl. are currently occurring because commuters are avoiding the backlog onto 605 freeway by taking surface streets. Commuters will no longer want to exit as much, once the lanes are added. CC-21-1

I support the expansion of the Gridley Bridge from 2 lanes to 4 lanes only if the lanes that are being added do not expand over Baber Park. Please protect the southeastern boundary of Gridley Bridge and expand the 2 extra lanes towards the southwestern side of Gridley Bridge. Suggestion: Please add bike lanes on the bridge. CC-21-2

**Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:**



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100 South Main Street, Suite MS 16A  
Los Angeles, CA 90012



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**G.6.21 CC-21 – Antonio Mendoza**

These comments are identical to CC-18. Please refer to responses to CC-18-1 and CC-18-2, above.

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**Westbound SR-91 Improvements Project**  
 Draft IS/EA Public Hearings  
 August 2018



**Comment Sheet**

**Name:** Honorable Letty Mendoza  
**Affiliation (i.e. organization, resident, business):** Vice President, ABC Unified School District  
**Address:** 16700 Norwalk Bl., Cerritos, CA 90703  
**Phone/Cell:** 562-569-1984  
**Email:** MrsLeticiaMendoza@yahoo.com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

I support Alternative 2: Build Design Option 1, because this option will accomplish the goal of expanding the 91 freeway by adding a lane on the westbound 91 freeway to connect onto the northbound 605 freeway. In addition, this option will not disrupt or take away as many private properties in Artesia or other areas, ultimately making the project less expensive.


I support Option D: Diamond Ramps at Pioneer Bl. & Norwalk Bl. This option is the least disruptive and preserves surrounding public/private properties. Staff did mention the concern that commuters will switch lanes at the last minute to exit Norwalk Bl. or Pioneer Bl., and that will cause accidents. These last minute changes/exiting onto Norwalk Bl. or Pioneer Bl. are currently occurring because commuters are avoiding the backlog onto 605 freeway by taking surface streets. Commuters will no longer want to exit as much, once the lanes are added.


CC-22-1

I support the expansion of the Gridley Bridge from 2 lanes to 4 lanes only if the lanes that are being added do not expand over Baber Park. Please protect the southeastern boundary of Gridley Bridge and expand the 2 extra lanes towards the southwestern side of Gridley Bridge. Suggestion: Please add bike lanes on the bridge.

CC-22-2

**Public Comment Period:** The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

 **Jinous Saleh**  
 Senior Environmental Planner, Caltrans District 7  
 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

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**G.6.22 CC-22 – Honorable Letty Mendoza**

These comments are identical to CC-18. Please refer to responses to CC-18-1 and CC-18-2, above.

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Westbound SR-91 Improvements Project  
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 August 2018



Comment Sheet

Name: Debra G. Gomez  
 Affiliation (i.e. organization, resident, business): \_\_\_\_\_  
 Address: 16819 Windward Ave  
 Phone/Cell: Cerritos, Ca 90703 (562) 860-3251  
 Email: Tizi 82 @ Ad. com

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

We neighbors are very concerned about the necessary closure of the ~~the~~ bridge. We have Gridley been told it could take 9 or more months to complete. This is greatly going to impact the homes by Gann high school and along Gridley Rd. It is our way to town and the mail. A detour will run into school children on Studebaker (Gann and Valley Christian) and Neimes elementary and Cerritos College will be a nightmare—

CC-23-1

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

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 Division of Environmental Planning  
 100 South Main Street, Suite MS 16A  
 Los Angeles, CA 90012

 jinous.saleh@dot.ca.gov

 metro.net/605hotspots

Please be sure to plan ahead for the shortest time frame to do this section.

Please e-mail me updates and a real person to talk to. D Gomez

CC-23-2

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**G.6.23 CC-23 – Debra Gomez**

**CC-23-1**

The commenter's concern over the closure of Gridley Bridge for approximately 9 months during construction is acknowledged. As described in Section 2.5.3.2, Temporary Impacts, (Project Feature PF-T-1), a detailed Transportation Management Plan will be developed during final design to identify and include traffic mitigation strategies for the duration of construction, to address lane and/or road closure requirements, and to inform the public and motorists regarding the construction schedule, potential detours, and anticipated traffic delays during construction. Caltrans and Metro will coordinate with the City of Cerritos and the City of Artesia during development of the Transportation Management Plan in final design.

**CC-23-2**

The commenter's request to be kept informed regarding the project is acknowledged; she has been added to the distribution list for project information.

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Westbound SR-91 Improvements Project

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August 2018



Comment Sheet

Name: ROBERT GRAY

Affiliation (i.e. organization, resident, business): RESIDENT

Address: 10745 CARNABY ST., CERRITOS CA, 90703

Phone/Cell: (562) 867-3223

Email: (NONE)

Thank you for your interest in the Westbound SR-91 Improvements Project. We welcome your comments.

MY MOST FAVORABLE CHOICES FROM AMONG ALTERNATIVES:

- \* BUILD ALTERNATIVE (STANDARD LANE / SHOULDER WIDTH ON WB SR-91)
- \* DESIGN OPTION 3; PIONEER BOULEVARD WESTBOUND RAMPS / 168TH ALIGNMENT

CC-24-1

J Robert Gray  
8-2-18

Public Comment Period: The formal public comment period ends on Thursday, August 16, 2018. Written comments may be submitted at the Public Hearings or via:

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 Senior Environmental Planner, Caltrans District 7  
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 [metro.net/605hotspots](http://metro.net/605hotspots)



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**G.6.24 CC-24 – Robert Gray**

**CC-24-1**

The commenter's support for Alternative 2, Build Design Option 3, is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

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## **G.7 Public Hearing Transcripts**

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PUBLIC HEARING  
WESTBOUND SR 91 IMPROVEMENTS PROJECT  
TRANSCRIPT OF PUBLIC HEARING

Cerritos, California  
August 1, 2018

Reported by:  
Heidi Hummel-Grant  
CSR No. 12556  
Job No. 2967961  
  
Pages 1 - 25

1 on the fact sheets and the frequently asked question 07:15  
2 sheets that you were provided when you came in.

3 And I'm going to go ahead and call the first two  
4 speakers. James Nieuwdorp?

5 THE REPORTER: I'm sorry, before you begin, please 07:16  
6 say and spell your name. Thank you.

7 MR. NIEUWDORP: James Nieuwdorp, J-A-M-E-S,  
8 N-I-E-U-W-D-O-R-P.

9 The full build and the Big D, are those totally T-1-1  
10 funded? 07:16

11 MR. MENDEZ: Yes, yeah.

12 MS. SAFAEI: Okay.

13 Next, Dixie Primosch?

14 And as I call your name, please come forward and  
15 state your name into the mic and also spell your name. 07:16

16 MS. PRIMOSCH: My name is Dixie Primosch,  
17 p-R-I-M-O-S-C-H. I'm a Cerritos resident. And I would  
18 like comment on the overpass -- Gridley Road overpass  
19 over the 91 freeway.

20 I'd like to -- I understand tonight that the 07:17  
21 Metro is recommending the two lanes to the sidewalks on  
22 each side, which I support, many of my neighbors  
23 support. I understand the City of Cerritos is T-2-1  
24 recommending a four-lane bridge going over the 91. We  
25 would be opposed to that because of the fact that the 07:17

1 angle which it would come out at Park Street onto 07:17  
2 Gridley, it would be difficult to see with the amount  
3 traffic we currently have on that bridge, we'd need a T-2-1  
4 traffic light there in order to get in and out. We  
5 prefer not to go that route. The City, obviously, would 07:17  
6 have to pay for that, I assume. So our recommendations,  
7 stay with the same configuration, two lanes. We'd  
8 appreciate a sidewalk on each side.

9 And the final comment on all this, hopefully you  
10 do it in less than nine months, because students going 07:18  
11 to our high school, that's their traffic route going to  
12 the school. And it's going to be quite a distance for  
13 them to go the other way and go down around Studebaker T-2-2  
14 and come -- so in speaking on behalf of the many  
15 students and parents and the teachers and 07:18  
16 administrators, we're saying hurry up and get it done  
17 when you start doing it.

18 That's my comments. Thank you.

19 MS. SAFAEI: Thank you.

20 Are there any other speaker comments? If you do 07:18  
21 want to hold it up, that would be great. Thank you.

22 And if you'd say your name and spell it as well?

23 UNKNOWN SPEAKER: Okay. The quality of our lives  
24 has been significantly impacted due to this  
25 ever-increasing congestion. And I know you guys have 07:18



1 this project, I have a couple of feedback on your 07:19  
2 slide. When you show carpool lanes to the rightmost,  
3 and then other lanes to the left, that's contrary to  
4 our thinking, because when you travel, carpool lane's  
5 on the left side. So I hope you can fix that in 07:19  
6 future.

7 Now, when you consider carpool lane on  
8 91 freeway, drivers get out of 91, regardless what the T-3-1  
9 law says, we need to install deterrent controls so then  
10 they cannot get out and get into 605. So that's a 07:19  
11 problem that I see today.

12 Moreover, I want a clear freeway sign to fully  
13 utilize the extended balance of the proposed three lanes T-3-2  
14 to get into 605, because, as you know, today the sign  
15 doesn't make any sense. 07:20

16 Now, I want to vote for full lane expansion  
17 rather than reduce, because there are too many trucks on T-3-3  
18 this 91 freeway. So I would vote for full expansion.

19 Thank you.

20 MS. SAFAEI: Any other speaker cards? 07:20

21 MR. VILLEGAS: My name is Hugh Villegas, 11213 Beach  
22 Street, at the corner of Eric and Beach.

23 MS. SAFAEI: Can you state your name for the record?

24 UNKNOWN SPEAKER: Now, years ago the City of  
25 Cerritos put a wall up across the way from my home. 07:21

1 And talking to my neighbors on the next street, they 07:21  
2 took sound -- sound and stuff like that. But the wall  
3 was not built high enough. I told them that in the  
4 beginning, the sound from freeway -- I told them I can  
5 hear everything from freeway. It bounces over the roof 07:21  
6 of my two-story home, hits my neighbor's home and  
7 bounces back at me. I'm putting up with this for many,  
8 many years.

9 And then they put Eucalyptus trees up and the  
10 bark falls off. And I get leaves continually. I can't 07:21  
11 keep up with the leaves and stuff that's falling off on  
12 my roof. And I've complained to the City about it. And  
13 all -- it's like a losing battle.

14 When you do reconstruct wall, please make it  
15 high enough -- don't put a wall up and then it -- us put 07:22  
16 up with this noise for -- I'm putting up with noise for  
17 like 20 years. And people on Lucas Street, they can  
18 hear the noise from freeway the next block over. And  
19 nobody does anything about it. I tell them to put up  
20 the courses up there, and they won't do it. You know, 07:22  
21 everything's budgets and so forth and a waste of money.

22 MS. SAFAEI: Thank you.

23 We have one more speaker card. I believe it's  
24 Reyna Reynoso. Thank you.

25 And moving forward, plays say your name and 07:22

1 spell it for the court reporter. 07:23

2 MS. REYNOSO: Good afternoon, everybody. My name is

3 Reyna Reynoso, R-E-Y-N-A, R-E-Y-N-O-S-O.

4 I just want to go through this in reference to

5 the first question -- 07:23

6 THE REPORTER: I'm sorry, can you repeat the last

7 few words?

8 MS. REYNOSO: Oh, sure.

9 It's in reference to the first question that was

10 mentioned in reference to funding. If you guys do the 07:23

11 entire project to the entire build to the Big D and

12 acquire properties in the area and funding is already T-5-1

13 available for that, did that take into consideration any

14 buffers for the acquisition of those properties? Or are

15 we looking at future tax increases? 07:23

16 MR. MENDEZ: Well, no, we're not. There's no --

17 we're not aware of any future tax increases for that.

18 MS. REYNOSO: Okay. So it is -- there is -- that is

19 potential of the scope of the project?

20 MR. MENDEZ: That -- that land, if we acquire those 07:24

21 18 homes, that land will probably become -- when we

22 talk to parks and see if they will take that land and

23 use it as an extended park.

24 MS. REYNOSO: No, but I wanted to know --

25 MS. SAFAEI: It is part of the project funding. 07:24

1 MS. REYNOSO: -- is is that already part of the 07:24  
2 project, that it was the project buffer and did we have  
3 enough money to -- let's say you guys have to acquire  
4 all 23 and the vacant businesses in there, or are the T-5-2  
5 residents or the entire County of L.A. looking at 07:24  
6 additional taxes?

7 MS. SAFAEI: No, we are not looking at any  
8 additional taxes. The project funding is set, and it  
9 will not require any additional tax increases from any  
10 constituents based on the project. 07:25

11 MS. REYNOSO: Okay. Perfect.

12 MS. SAFAEI: Thank you.

13 MR. YEE: My name James Yee. I live in Cerritos.

14 One of the things I have noticed in Northern  
15 California with regard to HOV lanes is that many places 07:25  
16 they make it easy for you to go in out of the HOV lane,  
17 I mean, it's just a normal stripe. Here in Southern  
18 California it seems that we like to have lanes where you T-6-1  
19 can't cross the line and then in places where you do  
20 cross the line. I think it would alleviate things if we 07:25  
21 were to implement the same strategy they use up North,  
22 where you can go in and out of the HOV lane anytime you  
23 want. So then it becomes easier to make an off ramp, if  
24 you need make off ramp, or get onto the HOV lane.

25 Thank you. 07:26

1 MS. SAFAEI: Thank you. 07:26

2 Next I have Ana.

3 MR. ANANDA: Thank you. My name is Ana Ananda,  
4 A-N-A, last name, A-N-A-N-D-A.

5 I was talking to the folks here. One of the 07:26  
6 bigger concerns I have is that noise problem of the --  
7 in talking with them, they say that once we are  
8 expanding the -- we need another lane, that we are  
9 raising the sound wall. I live in Cerritos with lots of  
10 homeowners' association. You -- now we have a major 07:26  
11 problem with the noise and also the debris flying to our  
12 unit. So you guys -- you say you may have done some  
13 study, but the -- you -- you have done the noise studies  
14 on the existing condition, not the future condition. So  
15 I want you to take a closer look at that and replace -- 07:26  
16 raise the sound wall. So if we have to live under that T-7-1  
17 condition for the next 20 years, we can't do that. And  
18 that will bring our home values down. So the plaster --  
19 we like to work very closely with you during design or  
20 something. I'm a homeowner. I never got any -- any 07:27  
21 contacts or any words on that, you know, that is the  
22 homeowners' association. I got my notification. I live  
23 in the City so I know those details. Right? So please T-7-2  
24 contact us. Please keep us in the loop. And also do  
25 something about the sound wall. Okay? 07:27

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PUBLIC HEARING  
WESTBOUND SR 91 IMPROVEMENTS PROJECT

TRANSCRIPT OF PUBLIC HEARING  
Artesia, California  
Thursday, August 2, 2018

Reported by:  
Heidi Hummel-Grant  
CSR No. 12556  
  
Pages 1 - 28

1           And then also, can we have the mic ready for the  
2 public to be able to make their statements?

3           As I call your name, if you can please come  
4 forward, speak into the microphone, as well as identify  
5 yourself for the record and spell your name?

6           So the first person is Mayor Flowers.

7           MAYOR FLOWERS: Sally Flowers, S-A-L-L-Y,  
8 F-L-O-W-E-R-S. I am a resident of the City of Artesia.

9           And my comment has to do with a small park that  
10 we have adjacent to the Gridley overpass that is  
11 identified as being improved. I know you said the  
12 columns are going to be widened. And then when we were  
13 over here, we heard that the City of Cerritos would like  
14 to expand that from two lanes to four lanes, which we're  
15 very concerned that that's going to take our park. We  
16 just had a -- a survey that was done on our park  
17 situation -- and we're very park-poor in the City of  
18 Artesia; we cannot afford -- we have 17,000 people and  
19 we have three parks. If we lose that one, we have two  
20 parks. So I just want to make sure that when that --  
21 the Cerritos proposal is considered -- Cerritos is on  
22 the other side -- it -- it can swing their way and save  
23 our park. I mean, I just think it's fair for the City  
24 of Artesia.

25           Thank you.

T-8-1

1 MS. SAFAEI: Thank you very much.

2 Leticia Mendoza, ABC School Board member?

3 MS. MENDOZA: Thank you. Do you need me to spell my  
4 name?

5 THE REPORTER: Yes, please.

6 MS. MENDOZA: My name is Leticia, L-E-T-I-C-I-A,  
7 Mendoza, M-E-N-D-O-Z-A. I am a resident of Artesia.  
8 I'm also a member of the school board.

9 I'm here to speak towards the option that's  
10 taking over some of the houses. I'm not in favor of  
11 that. I'm -- in speaking on behalf of our residents and  
12 our family and our students who live there, if we take  
13 away those homes, they're taking away some of the homes  
14 that belong to some of our students, and they don't get  
15 through the program that allows to -- that  
16 re-compensates the owners, but a lot of them are  
17 renters. And during this time there's a lot of --  
18 there's a housing shortage. And for them to be able to  
19 find another house to live in is going to be detrimental  
20 not only to our city but to our students. And so I am  
21 in favor of Option 2, Option -- Alternative 2, Option 1,  
22 which is the one that doesn't take over that many  
23 houses.

24 I would hope that this committee will speak to  
25 those residents, because sometimes it's not the owners,

T-9-1



1 because, you know, the owners are going to get --  
2 because, you know, they rent the houses. Our families  
3 are renters. They live in the community. We need to  
4 speak to them, educate them, let them know.

T-9-1

5 But on behalf of the school district, on behalf  
6 of myself and the families here, I'd really like to go  
7 with the option that doesn't take over those houses.

8 Thank you very much. Muchas gracias.

9 MS. SAFAEI: Thank you very much.

10 Can we have Tony Mendoza come forward, please?

11 MR. MENDOZA: Tony Mendoza, T-O-N-Y, M-E-N-D-O-Z-A.

12 I'm a resident of Artesia.

13 First of all, I am in favor of Alternative 2,  
14 Option 1, just because the fact that it's the less  
15 intrusive measure. I talked to the residents right now  
16 and they're afraid, and they don't want to leave their  
17 home, they feel they're going to have a hard time  
18 finding a new home. I do think that this option will  
19 allow them to stay in their home and yet still solve the  
20 problem we're trying to accomplish here, even though the  
21 lanes are going from 12 feet to 11 feet, it's still  
22 manageable, it's been done in other parts of the county  
23 so it's not -- it's not normal [sic], so it does happen.

T-10-1

24 I'm not in favor of the Big D or the Small D  
25 option. I really do think that the diamond -- I think

1 it's called the diamond -- I believe that's a much  
2 better option, even though some of the -- some of the  
3 staff think that it's -- a lot of people are weaving in  
4 and out to try to get to the exit, the reality is that  
5 they are trying to get off on Norwalk Boulevard and  
6 Pioneer Boulevard, they're trying to avoid the 605  
7 backlog, right, they're trying to get off early. Once  
8 you put that extra lane and increase it, they're going  
9 to not want to get off on Pioneer or Norwalk, they're  
10 going to just keep going the way they're supposed to.  
11 So I do think that the diamond exit is a much  
12 appropriate.

13 I do think -- I look around the room, I see  
14 about at least 14 staffers. You know, the houses that  
15 are in question here on 170th is only like 23, 24 homes.  
16 Two of you -- each one of you can take two houses and go  
17 talk to the residents, talk to them about it, see  
18 whether they're interested or not. Please have that  
19 one-on-one, because I do think that that will go a long  
20 ways, because the residents don't feel comfortable. And  
21 I do think that many of them are not here, many of them  
22 work two, three jobs, they don't fit our schedule  
23 sometimes. So I do think that it's not -- some of the  
24 residents are here from Cerritos and other places. They  
25 might -- they might -- the only places that are being

T-10-1

T-10-2

1 taken, any homes, is right there on 170th Street. And I  
2 do think that a lot of residents there are very  
3 concerned, and I do think we need to make an effort to  
4 go and talk to them personally.

T-10-2

5 And I appreciate our mayor, Salary Flowers, who  
6 talked about the Gridley bridge. I do think that the  
7 Gridley bridge -- if they want to make it to four lanes,  
8 that's great, but definitely leave our small park alone,  
9 and they could still weave [sic] on the other side of  
10 the bridge.

T-10-3

11 With that, I want to thank you again for your  
12 presentation. Thank you for the TV screen. That's  
13 actually very helpful. I appreciate that. Thank you.

14 MS. SAFAEI: Thank you very much.

15 Alicia Mondragon?

16 And if anybody else has a speaker card, hold it  
17 up.

18 MS. MONDRAGON: My name is Alicia Mondragon. First  
19 name A-L-I-C-I-A, last name, M-O-N-D-R-A-G-O-N.

20 And I -- I share the same sentiment with the  
21 last two speakers. I -- the families removal from  
22 168th Street so there wouldn't be an impact there. But  
23 I look around the room and I don't see the people that  
24 live on 170th Street, with the exception of one or two  
25 families. These families have lived there for a very

T-11-1

1 long time, and I'm so concerned that they're not here  
2 listening to you guys talk about possibly losing their  
3 homes. And I take it so personal because I found out  
4 about this on a Facebook page yesterday. It isn't going  
5 to be enough -- I consider myself a negative [sic]  
6 person who stays in touch with things by -- I had to  
7 find out -- I'm on a pool [sic] at midnight, trying to  
8 research all the information, and I'm thankful that you  
9 have the meeting here. We have people that you guys had  
10 here, these people that would be able to communicate to  
11 give some information. So I know that this is not  
12 something that is being done to harm. I understand the  
13 traffic congestion is the issue we had there for a very  
14 long time.

15 The problem is this: 23 homes lost. This is a  
16 low-income area. You're talking about people that are  
17 not going to be able to find other homes. We are going  
18 through a crisis here in Los Angeles County. How are --  
19 these people who are going to be displaced, they're on  
20 fixed incomes. We have one family here who has been  
21 retired for a period, and they're on fixed income. They  
22 live on 170th Street. They will lose their home. What  
23 are they going to do? What are we going to do? We're  
24 creating a problem.

25 I'm glad there are alternative methods. And we

1 should really consider the ones that cause less -- you  
2 know, the less damage there can be. One business,  
3 unfortunately -- a business owner may lose business, but  
4 it's one person compared to a whole -- you know, entire  
5 families. So, you know, that's -- I'm in agreement that  
6 we need to get this word out, because I am concerned  
7 that they're not here to represent themselves. So I do  
8 want to speak on their behalf, and I want to make it  
9 noted that this is very detrimental to the community  
10 here of making these changes. So I just want to make  
11 sure we put that on the record as well.

12 Thank you.

13 MS. SAFAEI: Thank you very much.

14 That's one valid concern that we also have that  
15 concern.

16 MR. MONTEZ: No, I'd like -- I just mentioned in the  
17 presentation we heard the community, and that's why we  
18 came up with these options that we provided as we move  
19 forward.

20 So please provide your comments so that, you  
21 know, we need to make a decision during -- after this  
22 public hearing based on how --

23 MS. SAFAEI: Are there any other speaker cards?

24 So I just want to remind you actually tonight is  
25 not the last time to submit your comments. You have

1 until August 16. I do want to make a commitment to you  
2 that we will reach out individually to the folks that  
3 are on 170th street. So that we can make an extra  
4 effort. I -- there was actually a few of them there  
5 last night at the meeting in Cerritos. But we will do  
6 one more push before the August 16 deadline to submit  
7 comments to be able to make sure that we have reached  
8 out to them one more time.

9 So -- yes, can we have one more comment?

10 UNKNOWN SPEAKER: I just want to follow-up. I  
11 notice that the slides are not available to the public.  
12 Are they -- can the be available, the pictures?

13 MS. SAFAEI: Yes. They will be up on our website.  
14 And if anybody needs a hard copy, we can provide that  
15 as well. Just come see us after the presentation.

16 So with that we want to conclude the formal  
17 portion. We want to invite you back to the stations to  
18 come back out. And if you have any other questions or  
19 comments -- and please feel free -- we have Heidi here,  
20 who's a court reporter -- and she can actually take your  
21 comments. If you want to make your verbal comments to  
22 her, she will write down your comments, if you don't  
23 want to write it down -- or for whatever reason you want  
24 to speak it verbally.

25 So thank you so much for making time to be here.

1 And we're going to go back out until about 8:00 o'clock,  
2 we'll be here to answer any questions you have.

3 But I do want to -- again, at this time you can  
4 make your comments tonight or mail them in, email,  
5 through August 16. Thank you.

6 MS. AYALA: My name is Joselyn Ayala, J-O-S-E-L-Y-N,  
7 last name A-Y-A-L-A.

8 And I wanted to bring up my concerns. I am a  
9 licensed marriage and family therapist so I work do with  
10 kids and families in trauma, specifically with  
11 monolingual Spanish-speaking families. And so it does  
12 concern me on different levels: One, the trauma that  
13 the kids and families will be facing, losing their homes  
14 that they've lived in for a very long time. Two, the  
15 parks -- you know, I think that in the low-income  
16 families there needs a place to be for the kids to be  
17 safe, to be able to socialize and be able to just feel a  
18 sense of normalcy when there's a lot of maybe gang  
19 violence or stressors in their environment. So this  
20 park is something that is influential and important, and  
21 I think there would be further trauma of anything else  
22 they're already experiencing.

23 And then also it's important to really take into  
24 consideration physical health. I don't know if there's  
25 any research they've done in terms of the pollution or

T-12-1

T-12-2

1 freeways and how all that affects the communities around  
2 them. I personally know of three to four people living  
3 in the community who have suffered from tumors. And  
4 I've also done a lot of research on environmental racism  
5 and different stuff that is not included in low-income  
6 environments. And so, therefore, this, you know, being  
7 able to destroy or get rid of residents' homes is just  
8 further emphasis of how some injustices are occurring.

9 So if you can please look into mental health  
10 that may occur or the impact of this new construction of  
11 the highway and how that's going to impact the families  
12 and to also do further as to -- research as to what  
13 trauma factors can be avoided in order to make sure that  
14 there's no impairment in social or emotional or any  
15 communication. And I would really also like to get more  
16 specifics on these studies that were done, what was the  
17 percentage. Although there was no high significant  
18 impact or rates, I want to be able to see how they have  
19 gone about to do this study. So their procedures or  
20 methods and more of the statistical findings.

21 Thank you.

22 MR. TAJASSO: (Through the Interpreter)

23 Aniceto Tajasso.

24 (In English) Can you see it?

25 THE REPORTER: Thank you.

T-12-2



1 MR. TAJASSO: (Through the interpreter) What I  
2 wanted to say is that it's too late for us to be  
3 looking for a house. We don't have enough money to  
4 make a higher payment. And so the option is if they  
5 can do it within the freeway, then that way it won't  
6 bother our homes.

T-13-1

7 So I've just been there 37 years.

8 (In English) 37 years.

9 (Through the Interpreter) I have my fruit trees.  
10 I have oranges, grapefruits. I have my business here,  
11 around here in this area.

12 So what do they want to do to me? I'm going to  
13 die right away.

14 I would like Option 1. None of the houses will  
15 be bothered. Be disturbed. It can all be done within  
16 the freeway without bothering any of the homes. Or if  
17 they can do a second floor or a second level. That's  
18 how they do it in Mexico. There are several levels, one  
19 level at the bottom and levels going up. And it's less  
20 advanced down there than here. Why can't they do that  
21 here?

T-13-2

22 That's all. That's all I meant to say.

23 (The Public Meeting is concluded at 7:44 p.m.)

24

25

**G.7.1 T-1 – James Nieuwdorp**

***T-1-1***

In response to the commenter's question, Alternative 2, Design Option 3 is fully funded.

## **G.7.2 T-2 – Dixie Primosch**

### **T-2-1**

The commenter's support for sidewalks on each side of the Gridley Road overcrossing is acknowledged. The commenter's lack of support for Alternative 2, Build Design Option 5, for safety reasons is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

### **T-2-2**

The commenter's concern over the closure of Gridley Bridge for approximately 9 months during construction is acknowledged. As described in Section 2.5.3.2, Temporary Impacts, (Project Feature PF-T-1), a detailed Transportation Management Plan will be developed during final design to identify and include traffic mitigation strategies for the duration of construction, to address lane closure requirements, and to inform the public and motorists regarding the construction schedule, potential detours, and anticipated traffic delays during construction. Caltrans and Metro will coordinate with the City of Cerritos and the City of Artesia during development of the Transportation Management Plan in final design.

### **G.7.3 T-3 – Anonymous Speaker**

#### **T-3-1**

The commenter's recommendation for deterrent controls so drivers cannot exit the high-occupancy vehicle lane to get on Interstate 605 is acknowledged. Although physical deterrents are not proposed as part of the project, as stated in Chapter 1 of the Initial Study/Environmental Assessment on page 1-27, the proposed geometric design features are expected to result in improved operating conditions throughout the length of the project, with reductions in vehicle delay and travel time. Safety would be improved as a result of increased weaving distances between interchanges. Additionally, carpool lane exit/entrance points will be reviewed during the final design phase and moved further upstream from the Interstate 605 exit.

#### **T-3-2**

The commenter's recommendation for improved freeway signs is acknowledged. Specific location and content for freeway signs will be developed in coordination with Caltrans and Metro during the final design phase.

#### **T-3-3**

The commenter's support for Alternative 2, Full Build Design Option because of the amount of trucks on State Route 91 is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

## **G.7.4 T-4 – Hugh C. Villegas**

### **T-4-1**

Currently, an existing 6 to 11-foot-high State right-of-way wall shields residences. Based on analysis in the Noise Abatement Decision Report, construction of a noise barrier would not be “reasonable” because it would not meet the noise reduction design goal. However, construction of a noise barrier with a height of 14-foot is recommended because the existing wall does not sufficiently block the line-of-sight to vehicles traveling on State Route 91. Therefore, a 14-foot-high noise barrier along the edge of shoulder from westbound State Route 91 to northbound Interstate 605 is proposed to be constructed because it would benefit receptors. This noise barrier would shield properties located along Windjammer Street between Coral Reef Circle and Westwind Circle.

**G.7.5 T-5 – Reyna Reynoso**

**T-5-1**

The commenter's concern for future tax increases is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. The Westbound State Route 91 Improvement Project is funded by County of Los Angeles Measure R sales tax funds, and the Preferred Alternative would not cause an increase in taxes for residents of the County of Los Angeles.

**T-5-2**

The commenter's concern for future tax increases is acknowledged. Please refer to response T-5-1, above.

## **G.7.6 T-6 – James Yee**

### **T-6-1**

The commenter's recommendation for removing deterrent controls and including a continuous access high occupancy vehicle lane so drivers can exit the high-occupancy vehicle lane whenever they need to in order to get on Interstate 605 is acknowledged. Currently, Caltrans District 7's policy is to not provide continuous HOV access as other areas of the state do, but to provide limited HOV lane access with isolated ingress/egress points. Although changes to existing deterrent controls are not proposed as part of the project, the location of the HOV ingress/egress point upstream of the I-605 connector is proposed to be moved further upstream (east) to allow for more distance for vehicles to weave from the HOV lane to the right exit lane. As stated in Chapter 1 of the Initial Study/Environmental Assessment on page 1-27, the proposed geometric design features are expected to result in improved operating conditions throughout the length of the project, with reductions in vehicle delay and travel time. Safety would be improved as a result of increased weaving distances between interchanges. Additionally, carpool lane exit/entrance points will be reviewed during the final design phase and moved further upstream from the Interstate 605 exit.

**G.7.7 T-7 – Ana Ananda**

**T-7-1**

A Noise Study Report and Noise Abatement Decision Report were prepared as part of the environmental document (Initial Study/Environmental Assessment) consistent with the Caltrans Traffic Noise Analysis Protocol and 23 Code of Federal Regulations 772. Noise abatement measures in the form of noise barriers were evaluated for feasibility (reducing noise levels by a minimum of 5 A-weighted decibels) and reasonableness (cost effective) when traffic noise impacts were identified. The future design year 2044 was used to evaluate traffic noise impacts.

Currently, an existing 6 to 11-foot-high State right-of-way wall shields residences. Based on analysis in the Noise Abatement Decision Report, construction of a noise barrier would not be “reasonable” because it would not meet the noise reduction design goal. However, construction of a noise barrier with a height of 14-foot is recommended because the existing wall does not sufficiently block the line-of-sight to vehicles traveling on State Route 91. Therefore, a 14-foot-high noise barrier along the edge of shoulder from westbound State Route 91 to northbound Interstate 605 is proposed to be constructed because it would benefit receptors. This noise barrier would shield properties located along Windjammer Street between Coral Reef Circle and Westwind Circle.

**T-7-2**

The commenter’s request to be kept informed regarding the project is acknowledged; she has been added to the distribution list for project information.



## **G.7.8 T-8 – Sally Flowers**

### **T-8-1**

The commenter's lack of support for Alternative 2, Design Option 5, to avoid impacts to parks in the City of Cerritos is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

**G.7.9 T-9 – Leticia Mendoza**

**T-9-1**

The commenter's support for Alternative 2, Design Option 1, to avoid property acquisitions is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

## **G.7.10 T-10 – Tony Mendoza**

### ***T-10-1***

The commenter's support for Alternative 2, Design Option 1, to avoid property acquisitions is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

### ***T-10-2***

The commenter's concern for lack of attendance by his neighbors at the Artesia Public Hearing on August 2 is acknowledged. As a result of this expressed concern, Metro facilitated an additional meeting on August 13, 2018, from 6:00 pm to 7:00 pm in the City of Artesia at AJ Padelford Park to provide an additional opportunity for residents who may be potentially impacted to learn more about the project.

### ***T-10-3***

See response to comment T-8-1 above.

**G.7.11 T-11 – Alicia Mondragon**

**T-11-1**

See response to comment T-10-2 above. Additionally, the commenter's concern about the potential loss of homes is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

## **G.7.12 T-12 – Joselyn Ayala**

### **T-12-1**

The commenter's support for Alternative 2, Design Option 1 to avoid impacts to AJ Padelford Park is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.

### **T-12-2**

The commenter's support for Alternative 2, Design Option 1 to avoid mental health issues associated with property acquisitions is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions. With regard to the concern raised in this comment regarding a health risk of living near the freeway, the air quality section (Section 2.12.3.2) in the Initial Study/Environmental Assessment includes a full discussion on mobile-source air toxics. These are the pollutants that have been identified as hazardous air pollutants by the United States Environmental Protection Agency that could have carcinogenic health effects. The subsection titled

“Quantitative Project-Level Mobile-Source Air Toxics Analysis” includes a detailed analysis of the projected emissions of these mobile-source air toxics. The conclusion described there is, “As Table 2.13.12 shows, the Build Alternative (2024 and 2044) conditions mobile-source air toxics emissions are lower than the Existing (2016) condition emissions. All of the Build Alternative (2024 and 2044) conditions mobile-source air toxics emissions are equal to or less than the corresponding No Build Alternative conditions emissions. In addition to the Build Alternative resulting in a decrease in localized mobile-source air toxics emissions, the United States Environmental Protection Agency’s vehicle and fuel regulations, coupled with fleet turnover, would cause substantial reductions over time that would cause region wide mobile-source air toxics levels to be substantially lower than under the Existing (2016) conditions.”

### **G.7.13 T-13 – Aniceto Tajasso**

#### **T-13-1**

The commenter's support for Alternative 2, Design Option 1 to avoid property acquisitions is acknowledged. The Build Alternative with Design Option 1 (Reduced Lane/Shoulder Width) and Design Option 3 (Pioneer Boulevard Westbound Ramps/168th Alignment) has been identified as the Preferred Alternative by the Project Development Team (PDT). The Preferred Alternative proposes to align the SR-91 westbound ramps at the Pioneer Boulevard interchange with 168th Street in Artesia. This would create a four-legged signalized intersection with Pioneer Boulevard as the north and south legs, the westbound ramps as the east leg, and 168th Street as the west leg. Also, Gridley Road Overcrossing will be improved to a two-lane road with standard shoulders and sidewalks on both sides. One of the factors in identifying the Build Alternative with Design Option 1 as the Preferred Alternative was the impact associated with residential acquisition compared to the other design option. The Build Alternative with Design Option 1 significantly reduces the amount of full and partial property acquisitions.