

# 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

## Initial Study with Proposed Negative Declaration/Environmental Assessment

### 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.



July 2018

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# Appendix A Section 4(f) Analysis

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# Appendix A. 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).

As discussed in the following sections, the project would result in a use of the following properties, but with avoidance, minimization, and mitigation 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):

- Reservoir Hill Park (Official with jurisdiction: City of Cerritos)
- Ecology Park (Official with jurisdiction: City of Cerritos)
- Baber Park (Official with jurisdiction: City of Artesia)
- AJ Padelford Park and North Artesia Community Center (Official with jurisdiction: City of Artesia)
- Tracy High School (Official with jurisdiction: ABC Unified School District)

Because the project would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f), Caltrans has preliminarily determined that the project would result in *de minimis* impacts on these properties.

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

Caltrans will initiate formal consultation with the official(s) with jurisdiction over each property discussed in the following sections, and will inform the agencies that Caltrans intends to make *de minimis* impact determinations for the properties. During the consultation process, the relevant information from this report will be provided to these agencies for their concurrence that the project would not adversely affect the activities, features, or attributes that qualify the properties for protection under Section 4(f).



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

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

Reservoir Hill Park is located at 16733 Studebaker Road in the City of Cerritos, north of SR-91 and east of I-605. 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).

Reservoir Hill Park encompasses approximately 5 acres and is comprised of one continuous parcel. The park is accessible to pedestrians and vehicles through Estella Avenue in the west, and to pedestrians through Studebaker Road in the east. However, there is no access to the northern and southern portions of the park because the parcel is bounded by homes in the north and the SR-91/I-605 interchange in the south, which currently does not provide opportunities for vehicular or pedestrian access to the adjacent parkland.

Reservoir Hill Park is an unstaffed neighborhood park that contains several amenities for public use, including a multipurpose field, picnic tables, barbecues, and a variety of playground equipment.

The proposed design options under the Build Alternative would not affect this resource because Reservoir Hill Park is not located near Pioneer Boulevard or Norwalk Boulevard.

### ***1.1.2 Description of Use for Reservoir Hill Park***

As shown on **Figure A-1**, Impacts at Reservoir Hill Park, the project would result in the permanent incorporation of less than ten square feet of land from Reservoir Hill Park into the transportation facility. The permanent incorporation would occur in the southern portion of the park boundary.

Interchange improvements would occur along the westbound SR-91 that leads to northbound I-605, and would include the expansion of the connector ramp, from one lane to two in what is considered a gore point.

However, the permanent incorporation would occur in an area away from the recreational resource and would not interrupt access to the park. The park would remain open for public use during construction and operation of the project. There are no areas beyond the permanent uses that would be temporarily used.



Sources: Los Angeles County 2015; ESRI 2017.



**Figure A-1. Impacts at Reservoir Hill Park**  
Westbound State Route 91 Improvement Project

### **1.1.3 De Minimis Use Explanation for Reservoir Hill 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 Reservoir Hill Park would be *de minimis* because the project would not adversely affect the activities, features, and attributes that qualify Reservoir Hill Park for protection under Section 4(f).

Facilities, functions, and activities in the park include a multipurpose field, playground equipment, picnic areas, grass areas, and barbecues. Under the Build Alternative, less than 10 square feet of parkland from Reservoir Hill Park would be permanently incorporated into the transportation facility. There are no developed recreational facilities in the area to be permanently incorporated. This area includes a vegetated slope, located between the property fence line and the existing maintenance facility. The location of the parkland to be permanently incorporated is in an isolated area, away from the recreational facilities used by the community. 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.

#### **Noise**

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. 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 A-weighted decibels (dBA) maximum sound level ( $L_{max}$ ) 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 Reservoir Hill Park; the park is located directly north of the SR-91/I-605 interchange, with Estella Avenue to the west and Studebaker Road to the east. Reservoir Hill Park is located directly north of the I-605 connector ramp, where the new mixed-flow lane would create a three-lane exit movement on westbound SR-91 to both the northbound and southbound I-605 connector ramps. However, the main recreational resources at Reservoir Hill Park are shielded from a vegetated slope that acts as a buffer between the resources of the park, and the SR-91/I-605 interchange.

The Build Alternative would add one new mixed-flow lane in the westbound direction for SR-91 from approximately Shoemaker Avenue to I-605, joining at the point where the westbound SR-91 to the

northbound I-605 connector ramp flares from one to two lanes. 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 vehicle miles traveled (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 Minimization Measures AQ-1 through AQ-6 (see Section 1.1.4, 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 Minimization Measure 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 carbon monoxide (CO), reactive organic gas (ROG), oxides of nitrogen (NO<sub>x</sub>), particulate matter less than 10 microns in size (PM<sub>10</sub>), 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 Reservoir Hill 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 constituting 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 Reservoir Hill Park.

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

An opportunity for public review and comment will be provided during circulation of the draft environmental document. In addition, Caltrans will initiate formal consultation with the City of Cerritos, who is the Official with Jurisdiction for Reservoir Hill Park.

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

After considering any comments received from the public, if the City of Cerritos concurs 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 determinations for Reservoir Hill Park.

Any public comments related to the use of Reservoir Hill Park, and written concurrence from the City of Cerritos that the project would not adversely affect the activities, features, or attributes that qualify this resource for protection under Section 4(f), will be included in the Final Section 4(f) Evaluation.

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

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

- M-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 (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.
- M-2** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications.
- M-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.
- M-4** The contractor will adhere to the California Department of Transportation (Caltrans) Standard Specifications for Construction (Sections 14.9-02 and 14-9.03).

- M-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.
- M-6** All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes.

### **1.1.6 Preliminary Finding for Reservoir Hill 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 1.1.4. With implementation of these measures, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on Reservoir Hill Park.

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

### **1.2.1 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.

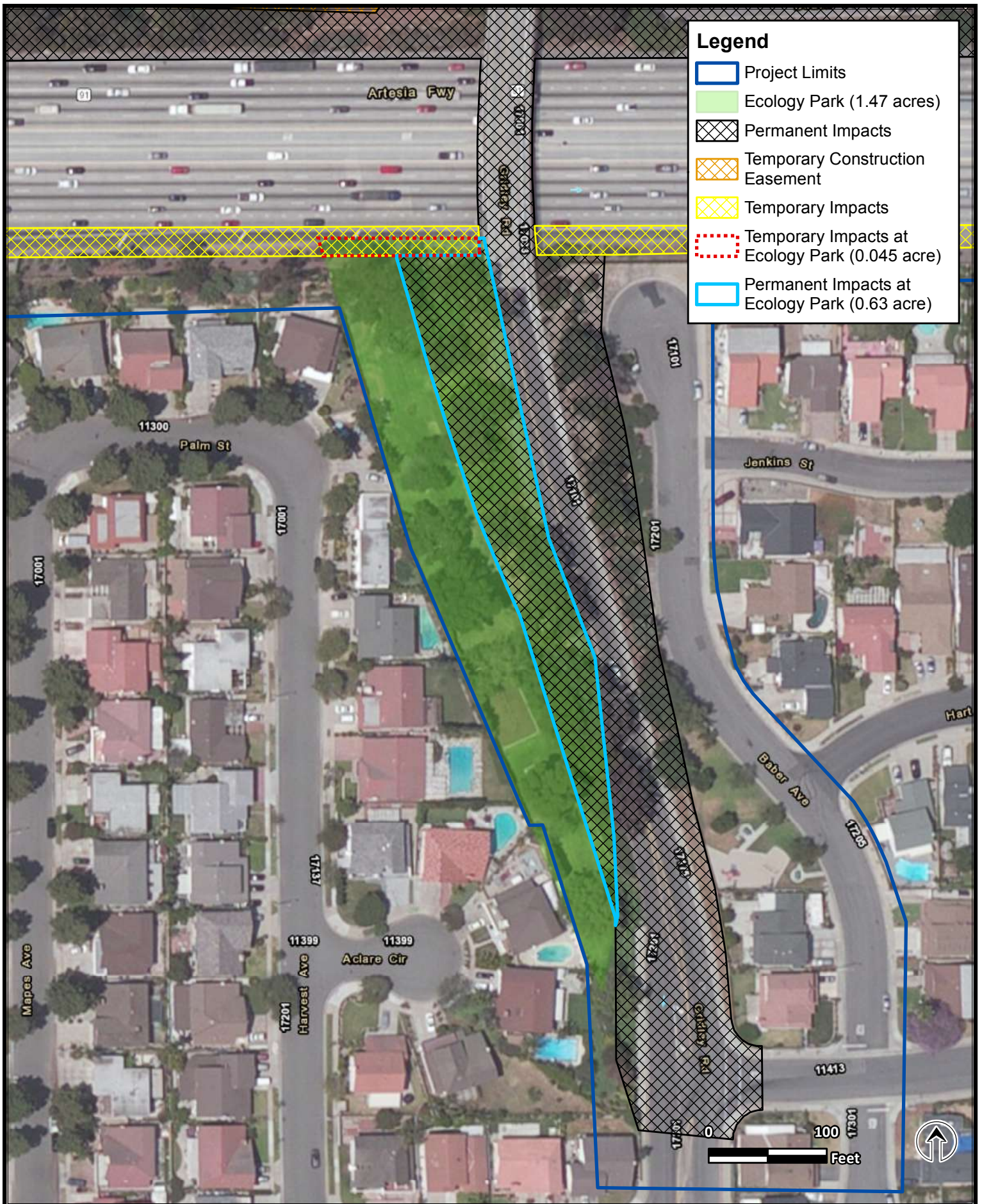
The proposed design options under the Build Alternative would not affect this resource because Ecology Park is not located near Pioneer Boulevard or Norwalk Boulevard. If the City of Cerritos decides to move forward with the four-lane design option for Gridley Road, there would not be any additional impacts other than those discussed below.

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

As shown on **Figure A-2**, Impacts at Ecology Park, the project would result in the permanent incorporation of 0.63 acre of land from Ecology Park into the transportation facility. The permanent impacts would be the same under the Build Alternative and the four-lane design option. The permanent incorporation would occur in the eastern portion of the park boundary to accommodate the construction of roadway improvements along Gridley Road. Roadway improvements would include the demolition and reconstruction of the Gridley Road overcrossing. Additional improvements would include the extension of sidewalk along the western side of Gridley Road. The sidewalk currently terminates at the park

entrance; however, improvements would provide additional sidewalk along the entire Gridley Road overcrossing, terminating at Park Street.

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. 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.



Sources: Los Angeles County 2015; ESRI 2017.



**Figure A-2. Impacts at Ecology Park**  
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### **1.2.3 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 from Ecology Park would be permanently incorporated into the transportation facility. 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.

There are no developed recreational facilities or amenities in the areas to be permanently incorporated. 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.

***Design Option 5 (Four-Lane Gridley Road Overcrossing)***

Project implementation would result in potential long-term noise impacts if the City of Artesia decides to move forward with the four-lane design option for Gridley Road. Under the four-lane Gridley Road design option, noise would not approach or exceed the NAC. The park was evaluated under NAC level Activity C for parkland. With the implementation of the four-lane Gridley Road design option, noise receptor R-91, predicted an increase in one dBA, from 58 dBA to 59 dBA. However, the predicted measurement would not approach the NAC level for Activity C, which is 67 dBA. Therefore, implementation of the four-lane Gridley Road design option would not adversely affect noise at Ecology Park.

**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 Minimization Measures AQ-1 through AQ-6 (see Section 1.2.4, 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 Minimization Measure 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.

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

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

Caltrans will inform 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 will be provided to the City of Cerritos for their concurrence that the project will not adversely affect the activities, features, or attributes that qualify Ecology Park for protection under Section 4(f).

After considering any comments received from the public, if the City of Cerritos concurs 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 determinations for Ecology Park.

Any public comments related to the use of Ecology Park, and written concurrence from the City of Cerritos that the project would not adversely affect the activities, features, or attributes that qualify this resource for protection under Section 4(f), will be included in the Final Section 4(f) Evaluation.

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

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

- M-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 (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.

- M-2** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications.
- M-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.
- M-4** The contractor will adhere to the California Department of Transportation (Caltrans) Standard Specifications for Construction (Sections 14.9-02 and 14-9.03).
- M-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.
- M-6** All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes.

### **1.2.6 Preliminary 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 below in Section 2.7. With implementation of these measures, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on Ecology Park.

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

### **1.3.1 Applicability of Section 4(f) for Baber Park**

Baber Park is located at 17189 Baber Avenue in the City of Artesia, south of SR-91. The existing park is open to the public and owned by the City of Artesia, Parks and Recreation Department. Therefore, the park is subject to protection under the requirements of Section 4(f).

Baber Park is approximately 0.25 acre and is one continuous parcel. Pedestrian access to Baber Park is provided via Baber Avenue to the east of the park. Baber Park does not maintain any parking facilities, however on-street parking is provided in the residential neighborhood adjacent to the park. There is no pedestrian or vehicular access to the park from the northern and western portions of the park because the parcel is bounded by SR-91 in the north and a barrier wall along Gridley Road in the west.

Baber Park is an unstaffed neighborhood park that contains several amenities for public use, including playground equipment, a multipurpose field, and picnic tables.

The proposed design options under the Build Alternative would not affect this resource because Baber Park is not located near Pioneer Boulevard or Norwalk Boulevard. If the City of Artesia decides to move forward with the four-lane design option for Gridley Road, there would not be any additional impacts other than those discussed below.

### **1.3.2 Description of Use for Baber Park**

As shown on **Figure A-3**, Impacts at Baber Park, the project would result in the permanent incorporation of 0.023 acre of land from Baber Park into the transportation facility. The permanent impacts would be the same under the Build Alternative and the four-lane design option. The permanent incorporation would occur in the western portion of the park boundary to accommodate the construction of roadway improvements along Gridley Road. Roadway improvements would include the demolition and reconstruction of the Gridley Road overcrossing.

Permanent incorporation of this resource would occur in an area of the park that is currently a vegetated slope, and is located behind an existing chain-link fence structure. 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 are no areas beyond the permanent uses that would be temporarily used.



**Legend**

- Project Limits
- Baber Park (0.25 acre)
- Permanent Impacts
- Permanent Impacts at Baber Park (0.023 acre)

Sources: Los Angeles County 2015; ESRI 2017.



**Figure A-3. Impacts at Baber Park**  
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### **1.3.3 De Minimis Use Explanation for Baber 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 Baber Park would be *de minimis* because the project would not adversely affect the activities, features, and attributes that qualify Baber Park for protection under Section 4(f).

Facilities, functions, and activities in the park include playground equipment, picnic areas, and grass areas. Under the Build Alternative, 0.023 acre of parkland from Baber Park would be permanently incorporated into the transportation facility. The permanently incorporated area is currently located in the western portion of the park and would be acquired for the roadway improvements and bridge replacement of Gridley Road.

There are no developed recreational facilities or amenities in the areas to be permanently incorporated. The location of the parkland to be permanently incorporated is currently a vegetated slope, located between the park and Gridley Road. 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 Baber Park.

#### **Noise**

Baber Park is generally bounded by SR-91 in the north, single-family homes in the south and east, and Gridley Road in the west. The surrounding transportation corridors currently contribute to the existing noise in the park. An existing 5.6-foot to 18.1-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 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 noise impacts would not be expected. Therefore, the permanent incorporation would not adversely affect noise at Baber Park.

The area that would be permanently incorporated into the transportation facility is located away from the recreational facilities at the park. 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 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**

Baber Park is located near several roadways, including SR-91 to the north and Gridley Road to the west. The project would include the demolition and reconstruction of the Gridley Road overcrossing, and roadway improvements along Gridley Road, adjacent to the park. 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 Minimization Measures AQ-1 through AQ-6 (see Section 1.3.4, 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 Minimization Measure 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 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 Baber 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 Baber Park.



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

An opportunity for public review and comment will be provided during circulation of the draft environmental document. In addition, Caltrans will initiate formal consultation with the City of Artesia, who is the Official with Jurisdiction for Baber Park.

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

After considering any comments received from the public, if the City of Artesia concurs 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 determinations for Baber Park.

Any public comments related to the use of Baber Park, and written concurrence from the City of Artesia that the project would not adversely affect the activities, features, or attributes that qualify this resource for protection under Section 4(f), will be included in the Final Section 4(f) Evaluation.

### **1.3.5 Avoidance, Minimization, and/or Mitigation Measures for Baber Park**

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

- M-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 (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.
- M-2** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications.
- M-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.
- M-4** The contractor will adhere to the California Department of Transportation (Caltrans) Standard Specifications for Construction (Sections 14.9-02 and 14-9.03).

- M-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.
- M-6** All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes.

### **1.3.6 Preliminary Finding for Baber 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 below in Section 2.7. With implementation of these measures, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on Baber Park.

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

### **1.4.1 Applicability of Section 4(f) for AJ Padelford Park and North Artesia Community Center**

AJ Padelford Park and North Artesia Community Center (AJ Padelford Park Facility) is located at 11870 169<sup>th</sup> Street in the City of Artesia, north of SR-91 between Pioneer Boulevard and Norwalk Boulevard. The AJ Padelford Park Facility is open to the public and owned by the City of Artesia's Parks and Recreation Department. Therefore, the park and community center are subject to protection under the requirements of Section 4(f).

The AJ Padelford Park Facility is 1.76 acres and is comprised of one continuous parcel with multiple facilities, including AJ Padelford Park and the North Artesia Community Center. Pedestrian and vehicular access is provided by 169th Street in the north, which includes free parking amenities for users of the AJ Padelford Park Facility. Pedestrian access to the AJ Padelford Park Facility is also provided via 170th; limited on-street parking is available along 170th Street. There is no access to the park or community center from the south or west because the parcel is bounded by SR-91 in the south and single-family homes in the west.

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.

Under the Build Alternative, the proposed diamond ramp design option at Pioneer Boulevard would not affect this resource because the roadway improvements would be completed within the existing right-of-way (ROW). The permanent impacts at the AJ Padelford Park Facility would remain the same for both the Build Alternative and the design option at Pioneer Boulevard.

The design option for the non-standard SR-91 mainline cross section would eliminate the ROW impacts along 170th Street. This design option would reduce the amount of freeway widening through the entire

project limits along westbound SR-91. The permanent incorporation of parkland at this resource would not be required because the acquisition of land to accommodate a new Caltrans ROW would not be necessary.

### **1.4.2 Description of Use for Section 4(f) for AJ Padelford Park and North Artesia Community Center**

#### **1.4.2.1 Permanent Incorporation**

As shown on **Figure A-4**, Impacts at AJ Padelford Park and North Artesia Community Center, the project would result in the permanent incorporation of 0.0064 acre of parkland from the AJ Padelford Park Facility into the transportation facility. The permanent incorporation would occur in the southeastern portion of the park boundary to accommodate new Caltrans ROW for the widening of westbound SR-91 and the reconstruction of the noise barrier along 170th Street. Project improvements would include the freeway widening of westbound SR-91 and the demolition and reconstruction of the noise barrier that currently serves as the southern boundary of the AJ Padelford Park Facility.

Permanent incorporation of this resource would occur in a small area of the park that is currently a flat patch of dirt adjacent to the existing noise barrier at the eastern entrance to the park. Permanent impacts would not interrupt access to the AJ Padelford Park Facility, and the park and community center would remain open for public use during construction and operation of the project.

Under the design option for the non-standard SR-91 mainline cross section, the project would not result in the permanent incorporation of this resource into the transportation facility. Acquisition of park land would not be required, and a new Caltrans ROW would not be necessary to implement the project. Therefore, the project would not substantially impair the activities, features, or attributes that qualify the resource for protection under Section 4(f), and no use would result from the project.



### 1.4.2.2 Temporary Impacts

As shown on **Figure A-4**, the project would require a temporary construction easement (TCE) on 0.13 acre of land along the south side of the property boundary. The TCE would be required in order to remove and reconstruct the existing noise barrier that separates westbound SR-91 from the AJ Padelford Park Facility. The TCE is located to the south of the community center building and recreational resources where there is currently an existing noise barrier. During project construction, the noise barrier would be removed and reconstructed. Once the residential and non-residential properties along 170th Street have been acquired, access to the AJ Padelford Park Facility from 170th Street would be restricted. However, access from the main entrance along 169th Street would remain open.

Construction activities would include the use of vehicles, equipment, or construction staging. There could be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. However, these impacts would be intermittent and temporary, and active recreational uses at the park, such as the playground, handball court, basketball court, and multipurpose field would not be adversely affected. Following construction, the TCE area would be revegetated and improved as usable park space. Temporary impacts would not interrupt access to the AJ Padelford Park Facility, and the park and community center would remain open for public use during construction and operation of the project. The temporary impacts would not adversely affect users of the AJ Padelford Park Facility.

### 1.4.3 *De Minimis Use Explanation for AJ Padelford Park and North Artesia Community Center*

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, and temporary impacts to, a portion of the AJ Padelford Park Facility would be *de minimis* because the project would not adversely affect the activities, features, and attributes that qualify the park and community center for protection under Section 4(f), as discussed in the following sections.

Under the Build Alternative, 0.0064 acre of parkland from the AJ Padelford Park Facility would be permanently incorporated into the transportation facility. There are no developed recreational facilities or amenities in the area to be permanently incorporated. The location of the parkland to be permanently incorporated is a small area of the park that is currently a flat patch of dirt adjacent to the existing noise barrier at the eastern entrance to the park and would be acquired to accommodate new Caltrans ROW and the widening of westbound SR-91 and the noise barrier relocation. No amenities would be permanently affected by project construction and operation 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 the AJ Padelford Park Facility.

During project construction, a 0.13 acre TCE area along the southern boundary of the park would be used to remove and reconstruct the noise barrier that currently separates westbound SR-91 from the AJ Padelford Park Facility. However, the TCE area is currently ornamental ground cover and does not contain

any developed recreational facilities in the TCE area. Construction activities near the TCE area would include the use of vehicles, equipment, or construction staging. However, these impacts would be intermittent and temporary, and active recreational uses at the park, such as the playground, handball court, basketball court, and multipurpose field would not be adversely affected. Following construction, the facilities, functions, and/or activities at the park would be restored to existing conditions. The TCE area would be revegetated and improved as usable park space. Therefore, the TCE area would not adversely affect the facilities, functions, or activities at the AJ Padelford Park Facility.

Under the design option for the non-standard SR-91 mainline cross section, the project would not result in the acquisition of 18 residential properties and one non-residential property along 170th Street. A TCE would still be required along the southern boundary of the park to remove and reconstruct the noise barrier, however 0.0064 acre of parkland from the AJ Padelford Park Facility would not be permanently incorporated into the transportation facility. Therefore, under the design option the facilities, functions, and/or activities would not be adversely affected at the AJ Padelford Park Facility.

### **Noise**

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. The project would include the widening of westbound SR-91 and the demolition and reconstruction of the noise barrier that currently serves as the southern boundary of the AJ Padelford Park Facility. In the southeastern portion of the park boundary, the relocation and reconstruction of the noise barrier along 170th street would be implemented to accommodate a new Caltrans ROW. The area that would be permanently incorporated into the transportation facility is located away from the recreational facilities at the park. Therefore, the permanent incorporation would not adversely affect noise at AJ Padelford 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. 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.

### ***Design Option 4 (Diamond Ramps)***

Noise levels were also modeled and monitored for the diamond ramp design option at Pioneer Boulevard. Under the diamond ramp design option at Pioneer Boulevard, noise would not approach or exceed the NAC. The park and community center had several noise receptors that were evaluated under NAC level Activity C for playground, Activity D for daycare, and Activity E for community center. With the implementation of the diamond ramp design option at Pioneer Boulevard, noise receptor R-168 predicted an increase in two dBA, from 66 dBA to 68 dBA. This would not approach the NAC level for Activity E,

which is 72 dBA. At noise receptor R-169, there was a predicted increase in one dBA, from 64 dBA to 65 dBA. This increase however, would not approach the NAC for Activity C, which is 67 dBA. At noise receptor R-185, there was a predicted increase in one dBA, from 43 dBA to 44 dBA which would not approach the NAC for Activity D. Therefore, implementation of the diamond ramp design option at Pioneer Boulevard would not adversely affect noise at the AJ Padelford Park Facility.

**Air Quality**

The AJ Padelford Park Facility is located near several roadways, including SR-91 to the south, 169th Street to the north, and 170th Street to the east. Project improvements in this area would include the relocation and reconstruction of the noise barrier along the southern boundary of the property. 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 Minimization Measures AQ-1 through AQ-6 (see Section 2.7, 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 Minimization Measure 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 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 the AJ Padelford Park Facility.

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 project constituting 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 the AJ Padelford Park Facility.

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

An opportunity for public review and comment will be provided during circulation of the draft environmental document. In addition, Caltrans will initiate formal consultation with the City of Artesia, who is the Official with Jurisdiction for AJ Padelford Park and North Artesia Community Center.

Caltrans will inform the City of Artesia of its intent to make *de minimis* impact determinations for AJ Padelford Park and North Artesia Community Center. During the consultation process, the relevant information from this report will be provided to the City of Artesia for their concurrence that the project will not adversely affect the activities, features, or attributes that qualify AJ Padelford Park and North Artesia Community Center for protection under Section 4(f).

After considering any comments received from the public, if the City of Artesia concurs 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 determinations for AJ Padelford Park and North Artesia Community Center.

Any public comments related to the use of AJ Padelford Park and North Artesia Community Center, and written concurrence from the City of Artesia that the project would not adversely affect the activities, features, or attributes that qualify this resource for protection under Section 4(f), will be included in the Final Section 4(f) Evaluation.

#### **1.4.5 Avoidance, Minimization, and/or Mitigation Measures for AJ Padelford Park and North Artesia Community Center**

The following avoidance, minimization, and/or mitigation measures will be needed to make the *de minimis* findings for AJ Padelford Park and North Artesia Community Center:

- M-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 (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.



- M-2** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications.
- M-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.
- M-4** The contractor will adhere to the California Department of Transportation (Caltrans) Standard Specifications for Construction (Sections 14.9-02 and 14-9.03).
- M-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.
- M-6** All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes.

#### **1.4.6 Preliminary Finding for AJ Padelford Park and North Artesia Community Center**

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 below in Section 2.7. With implementation of these measures, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on the AJ Padelford Park Facility.

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

#### **1.5.1 Applicability of Section 4(f) for Tracy High School**

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. 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 school is subject to protection under the requirements of Section 4(f). 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.

Tracy High School encompasses 14.57 acres, comprised of one continuous parcel with multiple buildings. Pedestrian and vehicular access to Tracy High School is provided via multiple entrance points along Cuesta Drive to the north of the resource. There is no access to the school via the east, south, or west because the parcel is bounded by multi-family housing in the east, SR-91 to the south, and Norwalk Boulevard to the west. A fence line runs along Norwalk Boulevard preventing pedestrians and vehicles from accessing the resource from this road.

Tracy High School is a public, continuation high school that serves as an alternative education program and primarily serves students in grades 10 through 12. 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.

Under the Build Alternative, the proposed design option at Norwalk Boulevard would not affect this resource because the roadway improvements would be completed within the existing roadway ROW. The permanent impacts at Tracy High School would remain the same for both the Build Alternative and the design option at Norwalk Boulevard.

### **1.5.2 Description of Use for Section 4(f) for Tracy High School**

#### **1.5.2.1 Permanent Incorporation**

As shown on **Figure A-5**, Impacts at Tracy High School, the project would result in the permanent incorporation of 0.32 acre of parking lot from Tracy High School into the transportation facility. The permanent incorporation would occur on the western portion of the school boundary to accommodate the construction of roadway improvements along Norwalk Boulevard. 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.

Permanent incorporation of this resource would occur in an area of the school that is currently a parking lot. Permanent impacts would not interrupt access to the resource, and would not affect the activities, features, or attributes of this resource. The resource would remain open for public use during construction and operation of the project.



Sources: Los Angeles County 2015; ESRI 2017.



**Figure A-5. Impacts at Tracy High School**  
Westbound State Route 91 Improvement Project

### 1.5.2.2 Temporary Impacts

As shown on **Figure A-5**, the project would require two temporary construction easements (TCE) on a total of 0.84 acre of land at Tracy High School. A TCE on 0.816 acre of land would be required on the parking lot adjacent to Norwalk Boulevard in western end of the school's boundary. This TCE would be required for the proposed interchange and intersection improvements at Norwalk Boulevard.

A second TCE would be required on 0.023 acre of land along the school's southeastern parking lot. This TCE area would be used as a construction staging area for the reconstruction of the noise barrier along the alleyway adjacent to the school's boundary to accommodate new Caltrans ROW.

Both TCE areas would be located on existing parking lots and would be used for construction activities, including the use of vehicles, equipment, or construction staging. Before construction activities begin, the western parking lot would be reconfigured and restriped; therefore, the project would not impact or limit the number of spaces in the western parking lot.

During project construction, an existing sewer manhole at the southeast corner of the property would need to be relocated. Several parking stalls would be temporarily unavailable during the manhole and sewer relocation. There could also be short-term dust, noise, and visual impacts on the resource from the use of construction equipment, ground disturbance, and other construction activities. However, these impacts would be intermittent and temporary, and the active recreational uses at the school, such as the basketball courts, tennis courts, and multipurpose field would not be adversely affected. Following construction, the TCE area in the southeastern parking lot would be returned to its intended use.

Temporary impacts would not interrupt access to the recreational resources at this property, and would remain open for public use during construction and operation of the project. Impacts would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). Therefore, the temporary construction easement would result in a Section 4(f) *de minimis* impact on Tracy High School.

### 1.5.3 De Minimis Use Explanation for Tracy High School

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, and temporary impacts to, a portion of Tracy High School would be *de minimis* because the project would not adversely affect the activities, features, and attributes that qualify Tracy High School for protection under Section 4(f).

Facilities, functions, and activities at the school that are intended for public use, include outdoor basketball courts, blacktop tennis courts, and a multipurpose grass area that primarily serves as a baseball field.

The project would result in the permanent incorporation of 0.32 acre of land from Tracy High School, which includes the parking lot area at the corner of Norwalk Boulevard and Cuesta Drive. To minimize the impact on this resource, the parking lot would be reconfigured and restriped prior to construction, so that the number of parking stalls would remain same despite the permanent impacts. The area to be

permanently incorporated in the transportation facility would be located in the western portion of the school. These modifications would alter the arterial street operations along Norwalk Boulevard as a result of the changed interchange access point for the arterial street to westbound SR-91. 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, two TCE areas would result in the temporary impacts of 0.84 acre of parking lot from Tracy High School. In the western parking lot adjacent to Norwalk Boulevard, one TCE on 0.816 acre would be required to serve as a construction staging area for project improvements. The parking lot space in the eastern part of the school would be used for construction staging, including the use of vehicles and equipment that will be removed after construction ceases. Additional parking facilities would be provided in the central and eastern portions of Tracy High School. 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.

In the eastern parking lot, a TCE on 0.023 acre of land would be required to accommodate the reconstruction and relocation of the noise barrier along the southern portion of the property, and extending into the alleyway, adjacent to the school's boundary. However, this TCE area would be located behind an area that is currently fenced off an inaccessible to resource users. The parking facility near this TCE area would not be impacted. Therefore, the temporary impacts would not adversely affect the facilities, functions, or activities at Tracy High School.

### **Accessibility**

Pedestrian and vehicular access to Tracy High School is provided via multiple entrance points along Cuesta Drive to the north of the resource. There is no access to the school via the east, south, or west because the parcel is bounded by multi-family housing in the east, SR-91 to the south, and Norwalk Boulevard to the west. A fence line runs along Norwalk Boulevard preventing pedestrians and vehicles from accessing the resource from this road.

During construction, most access points to the school would not be affected by construction vehicles and equipment near the school. However, a TCE area would be located at the first entrance when you turn east onto Cuesta Drive from Norwalk Boulevard and access to the parking lot in this area would be temporarily restricted. However, additional parking facilities and access points would be accessible to users of this recreational resource. Therefore, the temporary impacts occurring in the western parking lot would not adversely affect accessibility at Tracy High School.

### **Noise**

Tracy High School is generally bounded by SR-91 to the south, Norwalk Boulevard to the west, Cuesta Drive to the north, and multi-family housing to the west. The surrounding transportation corridors currently contribute to the existing noise in the 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 ROW.

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 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. Therefore, the temporary noise impacts would not adversely affect noise at Tracy High School.

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. With implementation of Mitigation Measure M-7, described below in Section 1.5.5, the permanent incorporation of a portion of the resource into the transportation facility would not adversely affect noise at Tracy High School.

### ***Design Option 4 (Diamond Ramps)***

Noise levels were also modeled and monitored for the diamond ramp design option at Norwalk Boulevard. Under the diamond ramp design option at Norwalk Boulevard, noise would not approach or exceed the NAC. The school facility had two noise receptors that were evaluated under NAC level Activity C for school

playground and school sports area. The predicted noise levels at both noise receptor locations would not change under the implementation of the diamond ramp design option at Norwalk Boulevard. The predicted noise level increases would remain the same under the Build Alternative as the diamond ramp design option. Therefore, implementation of the diamond ramp design option at Pioneer Boulevard would not adversely affect noise at Tracy High School.

### **Air Quality**

Tracy High School is located near several roadways, including SR-91 to the south, Norwalk Boulevard to the west, and Cuesta Drive to the north. Project improvements in this area would include the relocation and reconstruction of the noise barrier along the southern boundary of the property. 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 Minimization Measures AQ-1 through AQ-6 (see Section 1.5.5, 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 Minimization Measure 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 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 Tracy High School.

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 constituting a permanent use under Section 4(f). To minimize the impact on this resource, the parking lot would be

reconfigured and restriped prior to construction so that the number of parking stalls would remain same despite the permanent impacts. 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 Tracy High School.

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

An opportunity for public review and comment will be provided during circulation of the draft environmental document. In addition, Caltrans will initiate formal consultation with the ABC Unified School District, who is the Official with Jurisdiction for Tracy High School.

Caltrans will inform the ABC Unified School District of its intent to make *de minimis* impact determinations for Tracy High School. During the consultation process, the relevant information from this report will be provided to the ABC Unified School District for their concurrence that the project will not adversely affect the activities, features, or attributes that qualify Tracy High School for protection under Section 4(f).

After considering any comments received from the public, if the ABC Unified School District concurs 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 determinations for Tracy High School.

Any public comments related to the use of Tracy High School, and written concurrence from the ABC Unified School District that the project would not adversely affect the activities, features, or attributes that qualify this resource for protection under Section 4(f), will be included in the Final Section 4(f) Evaluation.

#### **1.5.5 Avoidance, Minimization, and/or Mitigation Measures for Tracy High School**

The following avoidance, minimization, and/or mitigation measures will be needed to make the *de minimis* findings for Tracy High School:

- M-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 (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.



- M-2** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications.
- M-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.
- M-4** The contractor will adhere to the California Department of Transportation (Caltrans) Standard Specifications for Construction (Sections 14.9-02 and 14-9.03).
- M-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.
- M-6** All construction vehicles both on- and off-site shall be prohibited from idling in excess of 5 minutes.
- M-7** Noise barriers are the only form of noise abatement considered for the project. A noise barrier would be implemented along the private property line to reduce noise impacts. One noise barrier (NB No. 5.1) was modeled along the private property line to shield the playground. An approximately 1,028-foot long barrier was analyzed along the state ROW on the westbound side of SR-91. Under the model, if a 6- or 8-foot barrier was implemented, the highest noise barrier reduction, in decibels (dB), would be 3 dB. If a 10- or 12-foot barrier was implemented, the highest noise barrier reduction would be 4 db. A 14-foot barrier would reduce the dB by 5dB, and the 16-foot barrier would generate a decrease in 6 dB.

### **1.5.6 Preliminary Finding for 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 below in Section 2.7. With implementation of these measures, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on Tracy High School.

## 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, seven 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.

A review of the technical analyses completed for the Draft IS 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).

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	Preliminary 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-7	Hermosillo Park	0.45 mile	City of Norwalk		
P-8	Satellite Park	0.3 mile	City of Cerritos		
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		

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

Resource Number	Property Name	Distance from Project Limits	Official with Jurisdiction	Project Impacts	Preliminary Section 4(f) Use Determination
<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		
<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	Partially within 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	Partially within MDL	ABC Unified School District		

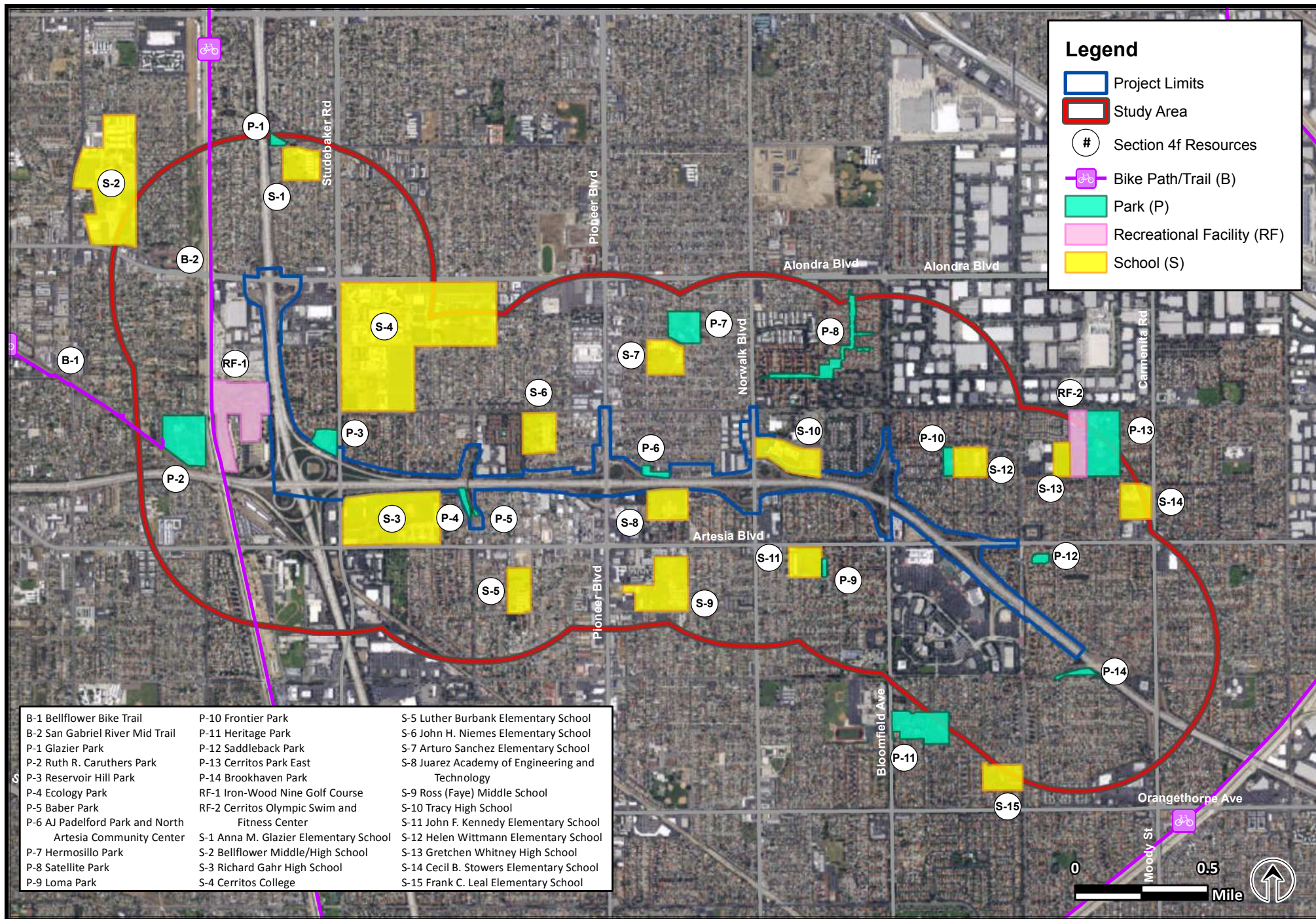
Resource Number	Property Name	Distance from Project Limits	Official with Jurisdiction	Project Impacts	Preliminary Section 4(f) Use Determination
S-9	Ross (Faye) Middle School	0.25 mile	ABC Unified School District		
S-11	John F. Kennedy Elementary School	0.2 mile	ABC Unified School District		
S-12	Helen 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.

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

Resources located within 0.5-mile of the proposed SR-91 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 seven 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-6**, Section 4(f) Resources.



Sources: Los Angeles County 2017; ESRI 2017.



**FIGURE A-6. SECTION 4(F) RESOURCES**  
Westbound State Route 91 Improvement Project



The following seven 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 SR-91 Project improvements, the following resources were specifically evaluated for constructive use, but no severe proximity impacts were identified in the Draft IS:

**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 Minimization Measures AQ-1 through AQ-6 (see Section 2.7, 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 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 Minimization Measures AQ-1 through AQ-6 (see Section 2.7, 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.

### **2.2.1.3 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 Draft IS. 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.

#### **2.2.1.4 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 Draft IS. 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.

#### **2.2.1.5 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 park are identified in the Draft IS. 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.

**2.2.1.6 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 Draft IS. 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.

**2.2.1.7 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 Draft IS. 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.

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# Appendix B Title VI Policy Statement

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**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
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SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
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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.

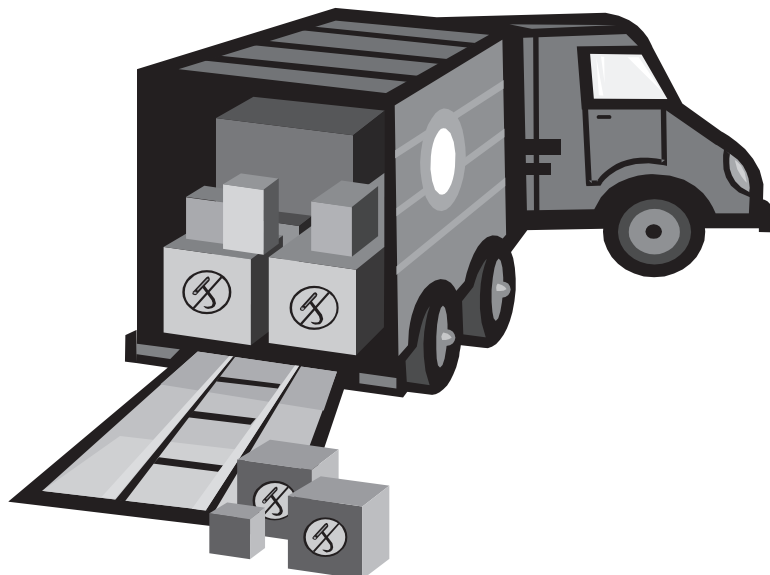
Small Business: A business having not more than 500 employees working at the site being acquired or displaced by a program or project.

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>
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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
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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 DISPLACED

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.

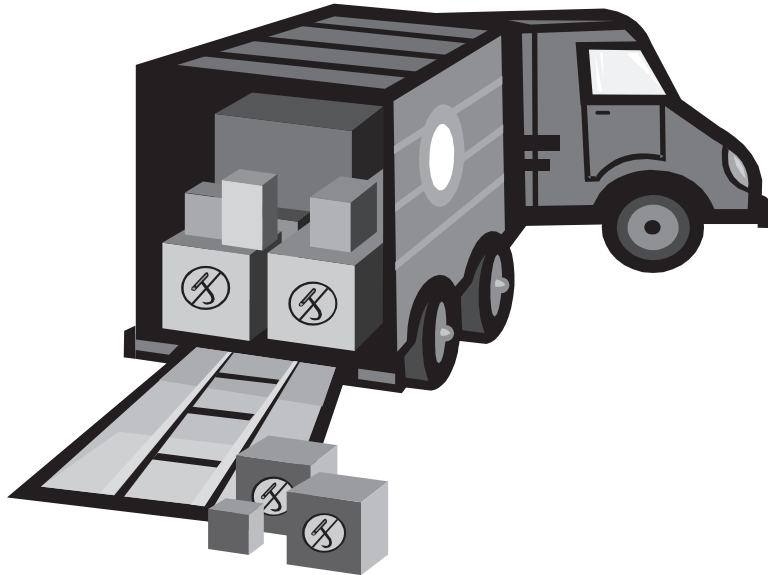
Contribuye Materialmente: Un negocio u operación agrícola debe de haber tenido un ingreso bruto en recibos de al menos \$5,000 o un promedio anual de ingreso netos de al menos \$1,000, para poder calificar como una operación de buena fé.

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 instalación 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 negocio 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>									
No mitigation is required.									
<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.  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.	Project Engineer	During final design							
	Project Engineer	Prior to and during construction							
	Resident Engineer	Prior to utility relocation activities							

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-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>									
<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.  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: <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> 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. <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                             </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
<p>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:</p> <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> <p>• <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:</p> <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> <p>• <b>Incident Management:</b> Effective incident management will ensure that incidents in and near construction areas are cleared quickly and do not</p>									

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>result in substantial delays for the traveling public in the vicinity of work zones. Incident management includes but is not limited to the following:</p> <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> <p>• <b>Construction Strategies:</b> The TMP will include procedures to 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> <p>• <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:</p> <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> <p>• <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:</p>									

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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<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> <p>The Construction Contractor will implement the measures in the TMP during construction.</p>									
<b>Visual</b>									
<b>PF-VIS-1 Landscaping.</b> Freeway landscape palettes and concept plans shall be implemented during the Plans, Specifications, and Estimates (PS&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 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]).	Caltrans Project Engineer and Landscape Architect	Prior to completion of final design							
<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)							

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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<b>PF-CR-2</b> Discovery of Human Remains. 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 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.	Resident Engineer	Prior to 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-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 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	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
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 the design phase, 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 the design phase							
<b>PF-HAZ-3</b> After property acquisition and prior to demolition, structures 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 ACMs and LBP; their estimated quantities; and recommendations for their	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	
					Initials	Date		Initials	Date
removal, containment, and off-site transportation and disposal.									
<b>PF-HAZ-4</b> Qualified Professionals will complete an LBP survey on the structures that were constructed before 1979 during the Plans, Specifications, and Estimates (PS&E) phase. The LBP study will be conducted by trained and/or licensed professionals and will comply with the EPA, HUD, and CDPH guidelines. The LBP study report will provide a description of the LBP locations; the estimated quantities of LBP; and specific requirements for the removal, containment, and off-site transport and disposal of materials containing 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 LBP survey report as included in the project specifications.	Resident Engineer	During construction							
<b>PF-HAZ-6</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-7</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-8</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-9</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.									
<b>PF-HAZ-10</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.									
<b>PF-HAZ-11</b> A preliminary site investigation will be initiated during Project Approval and Environmental Documentation (PA&ED) 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.	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.	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	
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<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.	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 (Sections 14-9.02 and 14-9.03).	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.	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>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 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.	Project Engineer	During design 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	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
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.									
<b>Plant Species</b>									
No mitigation is required.									
<b>Animal Species</b>									
<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: <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 of 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. 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	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
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.									
<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							

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>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 be reviewed by a Qualified Biologist during the Plans, Specifications, and Estimates phase. The project will also adhere to City tree planting requirements.	Qualified Biologist and Landscape Architect	During the PS&E phase							

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## 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
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 <sub>dn</sub>	day-night level
LEDPA	least environmentally damaging practicable alternative
L <sub>eq</sub>	equivalent continuous sound level
L <sub>eq</sub> (h)	1-hour A-weighted equivalent sound level
L <sub>max</sub>	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
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
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
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 Required Consultation/ Concurrence Documentation

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**(TO BE PROVIDED IN THE FINAL DOCUMENT)**

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# Appendix G 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*. March 2018. Prepared by LSA Associates, Inc.
- *Archaeological Survey Report*. March 2018. Prepared by LSA Associates, Inc.
- *Community Impact Assessment*. March 2018. Prepared by GPA Consulting.
- *Draft Cumulative Impacts Assessment*. March 2018. Prepared by GPA Consulting.
- *Energy Technical Report*. September 2017. Prepared by GPA Consulting.
- *Historic Property Survey Report*. March 2018. Prepared by GPA Consulting.
- *Historical Resources Evaluation Report*. March 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*. April 2018. Prepared by LSA Associates, Inc.
- *Noise Study Report*. March 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*. March 2018. Prepared by Michael Baker International.
- *Preliminary Geotechnical Materials Report*. December 2017. 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*. March 2018. Prepared by Michael Baker International.
- *Storm Water Data Report*. March 2018. Prepared by Michael Baker International.

- *Traffic Operations Analysis Report*. March 2018. Prepared by Cambridge Systematics, Inc.
- *Utility Impacts and Relocation Report*. March 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.